THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

$2.00 PER YEAR. ESTABLISHED 1878. 10c. SINGLE COPY.

VOL. XVII. CLEVELAND, OHIO, APRIL 5, 1894. NO. 14

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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EXTORTION IN HANDLING CARGO.

The efforts of the Committee of the Lake Carriers' Association to secure lower prices for discharging grain charges from vessels at Buffalo were fruitless. The cargoes are admitted to be too high, but when the Lake Carriers' Committee appeared before the union that organization declined to lower its prices, and at once increased its dues to prepare for the expected contest. The elevator combine is said to be backing the union of grain shovelers in resisting the demands of the vesselmen who cannot protect themselves at this time.

There is another feature in the case however, and in order to break the obnoxious elevator monopoly which supports a number of elevators, only a few of which are in use and the majority in idleness, but all earning good dividends at the cost of vessel cargoes, the Erie Canal boatmen are making strong efforts to induce New York to erect a grain elevator of the best kind on the State's lands at Buffalo, and to also build two floating grain elevators, at which the charges will be limited to five-eighths of a cent per bushel, and no charges for steam shovels. Assemblyman Wells has introduced a bill in the state legislature at Albany, making an appropriation of $350,000 to build such elevators.

COAST VOLUME OF IMPORTS.

The following statistics regarding the trade of the principal seaports of the United States are compiled from the official reports of the last fiscal year. Imports —New York, $548,558,593; Boston, $79,357,654; Philadelphia, $66,122,147; San Francisco, New Orleans and Baltimore following in the order named. Exports—New York, $347,395,717; Boston, $85,460,422; New Orleans, $77,838,043; Baltimore, Philadelphia, Galveston, San Francisco and Savannah following in the order named. Receipts from duties on imports of merchandise—New York, $134,454,352.90; Boston, $15,411,972.21; Philadelphia, $11,318,253.32; San Francisco, Baltimore and New Orleans following in the order named.

CONSTRUCTION AND ENGINEERING TRIUMPH.

A feat in re-construction and engineering is reported from the mountains of Peru, where a twin-screw steamer of 540 tons, 170 feet long and 30 feet wide, has been successfully launched on lake Titacaca, the highest navigable waters in the world, more than 13,000 feet above the sea. This steamer, which belongs to the Peruvian government, and it is to be used for freight and passenger traffic, was built on the Clyde, then taken apart in more than a thousand pieces and shipped to Mollendo by sea. It was then carried to Puno by railway and transported over the mountains on the backs of llamas and mules and put together by a Mr. John Wilson a Scoteh engineer.

WARSHIPS LAUNCHED DURING 1893.

France, during 1893, launched the ironclads Charles Martel and Jaureguiberry, each of 11,800 tons, and the Trehouart, of 6,600, tons, besides the armoured cruiser Charnier, of 4,700 tons. In addition to these larger ships, four second-class cruisers, one torpedo cruiser, one torpedo destroyer, three seagoing torpedo boats, and one submarine torpedo boat have been launched. There were taken in hand one first-class cruiser 8,000 tons, one armoured cruiser, four second-class cruisers, and several smaller vessels. The United States launched the Massachusetts, the Indiana, and the Oregon, each of 10,200 tons, the cruiser Minneapolis, of 7,350 tons, and the ram Katahdin, of 2,180 tons. There were taken in hand the ironclad Iowa 12,000 tons, the armoured cruiser Brooklyn 9,150 tons, and three gunboats. Russia launched two ironclads, one of 10,950 tons and one of 12,500 tons, two coast defence ships, and some smaller vessels. An ironclad and two armoured cruisers were commenced. Germany launched the cruiser Gefion, of 5,000 tons. Austria-Hungary launched one armoured cruiser of 5,100 tons. Italy launched the ram cruiser Liguria, of 2,289 tons and a torpedo boat destroyer. She commenced two ironclads of 9,900 tons, a cruiser, and a torpedo boat destroyer. Holland has commenced three armoured cruisers. Spain has commenced the building of two armoured cruisers, and three torpedo destroyers.

FOREIGN FUEL FOR THE U. S. NAVY.

Representative Wilson, of Washington, is making inquiries as to the contract which the treasury department is said to have made with the British Coal Co., for supplying $100,000 worth of coal to United States vessels which will patrol Behring Sea. The congressman regards the contract as a discrimination favorable to British interests, and says that it is specially objectionable, in view of the American contention with Great Britian over Behring Sea. There is unofficial information that the contract was made with the Connox mines of Vancouver Island, although there is said to be abundant coal supplies in the Puget Sound country.

LAKE AND RAIL RATES.

While there is no belief in an absolute maintenance of lake and rail rates this year, the opinion is universal that boat-owners in general will try their best to maintain agreed rates. All lines have now agreed to a 15 cent lake and rail rate on grain and grain-products, Chicago to New York, and 17½ cents, Duluth to New York. The Minneapolis-Duluth rate is 7½ cents, and 10 cents to Gladstone, making a 25 cent basis, Minneapolis to New York. This allows a rail rate of 10 cents, Minneapolis to Chicago, to meet the rate via. Duluth. This rate became effective April 2, on through business via. lake lines. Lake managers have of late become so conservative that it is believed the above basis will rule all summer, with nowhere near the usual number of lapses.

Reports have been current that the Canadian Pacific was to enter the lake and rail traffic with a line of steamers between Chicago and Owen Sound, on Georgian bay, connecting there with its rail line into New England and Boston. Agent Lee, when asked about the report said: "Several owners of steamers have proposed to our company that we establish such a line, and have urged that we go into it, but we have not accepted their proposition, as the present time seems to be unfavorable to the project."

NOTICE TO MARINERS.

REMOVAL OF PORT DALHOUSIE BACK LIGHT TOWER.—During last season the back range light tower at Port Dalhousie, at the lake Ontario extremity of the Welland Canal, was placed upon a new foundation, being moved 26 feet N. ¼ E. from its former position. It is consequently now 324 feet from the outer end of the east pier, and 298 feet from the front range light. Lat. N. 43° 12′ 20″, long. W. 79° 15′ 50″. The new foundation is a steel cylinder, painted brown, and filled with concrete, and stands upon a crib-work block on the east side of east entrance pier.

In other respects the light is unchanged.

WM. SMITH,
Deputy Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA CANADA, 8th March, 1894.

HE WANTED A RACER.

The yacht Scorpion, which G. Dickinson, of Chicago, built two years ago at a cost of $4,000 has been sold to a lake front boatman for $300. The Scorpion was modeled for a great racer, but she was never in a race that did not cause Mr. Dickinson to wince, as he saw all the other boats coming across the line ahead of his own. It is said that before going to Europe he gave orders to sell the Scorpion at any price, in order to lessen the chagrin of his numerous defeats. It is report that John T. Dickinson, his brother, has brought the Canadian yacht Yama, and will have her taken to Chicago from Lake Ontario early in the season. The former owner of the Scorpion made a mistake in not investing $40,000 instead of $4,000 if he wanted a racer.

NEWS AROUND THE LAKES.

CLEVELAND, O.

Special Correspondence to The Marine Record.

A trip along the old river bed shows the usual spring activity in fitting out, repairing and moving vessels.

Mr. William Wilson, Chaplain Jones of the Floating Bethel, and Mr. Thomas Quayle have started on a tour to California to be gone several weeks.

Capt. George A. Simpson, compass adjuster, has returned from the seaboard and will at once begin his usual season's work on the lakes.

The Cleveland Ship Building Co., are building a new dock office and making other desirable improvements in the shipyard. An order of steel box frames for a small steamer is being turned out for an Alexandria Bay, N. Y. firm.

The steamer Colonial has received extensive repairs at this port, costing about $12,000. She will now be ready for a season's work in better shape than she has been for some years.

Capt. C. E. Benham, president of the Ship Master's Association, has received a letter from Major Adams, of Detroit, stating that Whitefish point light will be changed from a third order light to a light of the second order, the same as the light on Spectacle reef. The change was recommended by Major Adams at the request of the Ship Master's Association.

Keeper Lawrence Distel opened the life saving station April 1. He selected the following crew: Arnold H. King, Walter Borden, W. A. Dawson, David Allen, Frank Hamilton, James McCullum, William D. Allen, and John Slade.

C. F. Palmer, of the firm of Palmer & Co., vessel owners and brokers, has formed a partnership with the vessel agency of Cook & Calbick, Chicago, under the name of Palmer, Cook & Calbick. He will shortly remove from Cleveland and take active charge of the business at Chicago.

J. A. Smith, H. A. Hawgood, L. P. Smith L. M. Snyder, and I. R. Sprankle have obtained articles of incorporation as the Cleveland Tug Co. The capital stock is $8,000. The purpose of the corporation is given as transporting freight and passengers, towing vessels and water craft of all kinds and resuing water craft and other property from wreck or other peril.

The Cleveland City Forge & Iron Company has just completed the forging of a shaft weighing about 42 tons for a mining company. It is 40 feet long and 24½ inches diameter. It has also taken the contract for making the large rudder frames for the United States warships, "Iowa" and "Brooklyn" now being built by Cramp & Sons, of Philadelphia.

Capt. Campau, who is to sail the North West, one of the Northern line passenger boats, has been engaged in studying the ocean passenger traffic on such boats as the New York and Paris. Richard W. Peck, an expert engineer, formerly employed by Roach, Cramp and other ocean builders to get speed out of the steamers that were built for racers, has been engaged to bring out the North West, or at least to look her over and get the best service out of her when she is ready to sail.

The Chase Machine Co., are completing two large ballast pumps for the new steamer now under construction at the yards of the Chicago Ship Building Co. They are making the second sample of a recently patented steam hammer to be used chiefly in forge work. I note an order received by this firm from Brooklyn, N. Y., for a Chase automatic fog whistle machine.

The Lake Erie and Detroit River Railroad Co., which lately acquired control of the London & Port Stanley Railroad, will run the Canadian steamers between Cleveland, Port Stanley and Lakeside this summer, for the accommodation of both freight and passengers.

Mr. Presley, of the firm of Bassett, Presley & Train, reports business in manufactured iron for structural purposes as picking up wonderfully, and they are daily shipping large invoices of iron and steel.

The opticians equipment including binnacles, compasses, etc., for the Northern Line passenger steamers, are being supplied and fitted by Frank Morrison, manufacturer of nautical instruments and compass adjuster.

Capt. Bundy, of the gospel ship Glad Tidings, is in the city for a few days, receiving his yearly contributions from the friends of his cause in this vicinity. Vessel owners, however, are inclined to hold their purse strings pretty tight, and allow charity to work out its own salvation for a month or two.

A fine oil painting three-quarter view, of the steamer Wm. H. Gratwick No. 2, has just been hung up in the office of Mitchell & Co., vessel owners and brokers.

Mr. Gregory, late chief engineer in the Wilson Transit Line, will this season stay ashore as superintending engineer. Mr. Gregory has also patented a shaking grate, already highly spoken of and which will occupy considerable of his attention to place on the market.

The body of Mrs. Meswald, the wife of Capt. Albert Meswald, of the ill-fated steamer Wocoken, which

Mr. John Thompson, engineer supply store, River street, is doing a fairly good business in the spring outfits, but finds that prices have to be shaded closer this season than ever before.

foundered near Long Point on the north shore of Lake Erie during the gale of last October, has been washed ashore at Silver Creek on the south shore.

At the yards of the Globe Iron Works Co., the work of fitting out the handsome passenger propeller North West is well advanced, the North Land the second of the Northern Line passenger steamers, is all plated and her interior work well along. The new steamer building on account is all in frame, but a riveter's strike is likely to hold the construction back a while, a feature which the builders are no doubt quite content to abide by. The three new tugs ordered by the Smith Towing and Wrecking Co., is certain to be out on time, one tug is already plated, the second is about half plated and the keel laid for the third one.

The Secretary of the Treasury has confirmed the appointment made by Collector Zehring, and Mr. Chauncey Richardson, of Ashtabula, is now the deputy collector of customs at Ashtabula Harbor, with offices located over P. H. Cheney's store. Capt. Richardson comes from good old marine ancestry and followed the lakes himself for about sixteen years so that vesselmen trading to the harbor will find a congenial spirit in the new collector of customs. He is also a brother of W. C. Richardson, of the well known firm of H. J. Webb & Co., vessel owners, agents and brokers of this port.

The recent appointment of Judson for assistant local inspector, does not meet with the unqualified approval of vessel men, he was mate with Capt. Matthew Mulholland not Capt. "Nick" as I inadvertently noted last week.

Capt. John Hall, local manager of the American Steel Barge Co., and Capt. W. B. Scott, late marine insurance agent, are among the convalescents whom it is a pleasure to meet again in vessel circles.

Vessel owners who vainly imagined last winter that they knew something about "a horn spoon test" in prospecting for Arizona gold, have been let down very easily this week, as the heaviest loser only announces having taken about $1,000 worth of stock. Other capitalists who were also let in on the ground floor, claim to be bitten for tens of thousands. The moral is: "Don't monkey with the buzz saw."

The two largest fleets out of this port, owned by Messrs. Bradley and Gilchrist, will not decide upon the complete appointments of officers for at least a few days. Mr. Bradley states that he will endeavor to take care of his old employes and give them positions as soon as tonnage can be profitably employed. Mr. Gilchrist is, like other large owners, inundated with applications and will assign officers to his fleet some time next week.

Mr. W. C. Richardson has been "under the weather" for the past ten days, but is now on the improve and will, it is expected, be at business again shortly.

CHICAGO, ILL.

Special Correspondence to The Marine Record.

About 20 vessels of the grain fleet left here Sunday and Monday.

Capt. William Abrahamson has been appointed master of the schooner Herschel.

Capt. John Prindiville chartered the schooner Churchill for corn to Kingston at 5 cents.

The steamer Sachem, Capt. Lydden, left here for South Chicago last Saturday to load grain.

Capts. William Young, Cornelius Young and W. H. Johnson of the Minch fleet arrived here last week to take charge of their steamer.

The Independent Tug Line have placed one of C. F. Elmes' latest improved patent hydraulic steerers on their fine tug William Dickinson.

Capt. Harry Williams sold the schooner Surprise last week to S. T. Kimbell, of Chicago. Consideration real estate in Chicago valued at $4,000.

The owners of schooners at this port are much dissatisfied, and consider they have been unfairly treated by the Inland Lloyds ratings this season.

The Seamen's Union have decided not to compel cooks to be members of the Union. The quarters have been removed to 199 East Randolph street.

The schooner W. H. Dunham arrived Monday night with lumber from Manistee, the first schooner out of Chicago to make a round trip this season, she made the trip in six days.

George Warrington has received an order for a No. 10 (3½ by 5 ft) Warrington Water Tube Boiler for a 60-feet steam launch for the Cornell Navy at Cornell University, Ithica, N. Y.

At Miller Brother's shipyard the steamer M. C. Neff is in dock for a new stem, the steamer J. W. Westcott and tug Relief for overhauling and repairs, the steamer Ida E. is receiving repairs to pilot house, etc.

The schooners Dewey, L. B. Sheppard, Commerce, J. B. Merrell, Jesse Phillips, J. W. Naughtin, Mary Collins, Ralph Campbell, John Loomis, McLaren, and Richard Mott, have gone out of port on their first trips this season.

Commissioner Innes, chairman of the city of Boston's fire commissioners, accompanied by an expert engineer, has been around inspecting all the fire boats in the United States. He pronounces the fire boat James Foley, of Milwaukee, recently illustrated in THE RECORD as the best fire boat in the United States.

The steamers Edward Buckley, Capt. C. Gnewach, Maggie Marshall and Ida E. arrived Monday morning with lumber from Manistee, their first arrival here this season. The steamer Ida E. when going up the river Monday morning collided with State street bridge, and carried away her pilot house, broke her mast and damaged her steering gear.

The steamer William H. Barnum which left here Sunday morning with 55,000 bushels of wheat for Port Huron foundered in eleven fathoms of water in the Straits of Mackinaw. The tug Crusader picked up the Barnum eight miles below Mackinaw City, Monday afternoon. She was stuck in the ice and leaking badly. The Crusader tried to get the Barnum into shoal water, but on account of the ice along the shore could not do so. Before steam pumps could be put on board she sunk. The Crusader rescued the crew and took them to Mackinaw City. The Barnum was built in 1873 at Detroit, registered 1,212 gross tons, was valued at $35,000, and insured for $22,000. The cargo was also insured.

The Vessel Owners and Master's Association have entered into a contract with the Chicago Seamen's Union on a sliding scale of wages to go into effect May 1, 1894, until December 1, 1894. Wages to be governed by freights, when freights are eleven and twelve shillings to Manistee and Menominee, sailor's wages to be $1.50 per day, and every raise of one shilling in freights will entitle sailors to 25 cents per day more wages, should freights go lower than eleven shillings, then wages to decrease in proportion. Wages to be $1.50 per day until May 1. The Association have done this to save any trouble which might occur through their shipping men at the Lake Carrier's shipping office, as they have been informed that their schooners were the cause of extra expense and trouble to the Lake Carrier's Association last season. The members of the association also consider that they require a different class of men to man their schooners than those employed on tow barges. The association have established a shipping office at 252 South Water street and appointed Capt. Thomas Clark shipping master, who will supply sailors who are members of the V. O. and M. A.

DETROIT, MICH.

Special Correspondence to The Marine Record.

The Fulton Iron & Engine Works have just placed a 23-inch diameter Kendall piston packing in the high pressure cylinder of the large steel steamer Centurion. Thirty-one steamers are now using what the practical inventor of this packing calls "the owner's friend."

The Frontier Iron Works are rebuilding the triple engines of J. S. Newberry's yacht Dawn, and the triple engine of the yacht U. C. Me. The works have also lifted the engines of the steamer Nipigon, put in new air pumps and given her machinery a general overhauling. In new work they are building a surface condensing engine for the United States lightship No. 58, in course of construction at Toledo; completed a fore-and-aft compound engine for the steamship Pentland, building by the W. H. Loutit, of Grand Haven, and completed a quadruple expansion engine for the new McElroy "flyer," building at Port Huron, for the river trade.

The first work for the Grummond Line wrecking steamer Crusader, now stationed at Mackinaw, was to assist the vessel and finally to rescue the crew of the foundered steamer Barnum, on Tuesday.

DULUTH AND SUPERIOR.

Special Correspondence to The Marine Record.

The quantity of wheat in store here is increasing but slowly and is now less than 11,500,000 bushels. Probably 10,000,000 bushels of this will be needed by the mills before the new crop begins to move, so that there will be but little wheat to go forward in bulk. Few charters are being made and these at 2 cents. Ore freights are very dull. Probably there are 500,000 tons of coal on head of the lakes docks, so that receipts will be less than usual early in the season. Lumber freights have started in at $1.75, and this is surely low enough for any one. Few charters, comparatively speaking, have been made, and there is not far from 60,000,000 feet of unsold lumber on docks at Duluth and Ashland. The lumber companies at Cloquet, which have never attempted to enter the eastern market, are now working the trade and hope to saw this year largely for water shipment via. Duluth

Several new mills are also to swell the eastern cargo business.

At the whaleback yards very little is promised in the way of work. Nothing but slight repairs and the completion of the 135, which is all in frame with 8 or 10 plates on. All the widely heralded projects for a line of whaleback fruit carriers between Cuba and New York and Philadelphia is, of course, pure fake.

Capt. W. H. Singer, of Chicago, has registered in the Duluth custom house the tugs Muriel and Howard. Both will make Duluth their headquarters after navigation opens. The Howard is larger than any tug here now. It is said that both of them will be in the service of A. Booth & Son.

H. R. Spencer, ex-president of the common council, has just received word that he has been appointed lecturer on admiralty law at the state university. He will begin his duties in May and will deliver a short course of lectures to the graduating class. The chair he is to occupy is a new one. It is a great honor for Mr. Spencer, although not undeserved, as he has for years devoted much study to admiralty law, which now plays an important part in the business of the federal courts at this point and will rapidly increase in importance. The filling of the duties connected with the appointment will not interfere with Mr. Spencer's practice in Duluth, as he will only be absent a day at a time.

TORONTO, ONT.

Special Correspondence to The Marine Record.

The steamer Eurydice is for sale.

Capt. Edmunds, of Port Hope, will sail the schooner Speedwell this year.

The schooner News Boy has arrived from Bronte with a load of stone.

The schooner Royal is fitted out and has sailed for the lakeshore to load stone.

Capt. Boyd, marine marshal, left for Owen Sound to sell the steamer Scotia.

The steamer Greyhound has begun to fit out, preparatory to starting for the Bay of Quinte.

The tug Dolphin has been sold by Capt. Frank Jackman, to parties in Collingwood for $1,000.

Some miscreants broke into the cabin of the schooner Erie Belle, but nothing of value was stolen.

The steamer Macassar is on the dry dock at Port Dalhousie, getting ready for the season's work.

The steamer Lakeside is making her regular trips on time to-day, between here and St. Catharines.

Capt. Robertson, of the schooner Mary Ann Lydon, of Port Hope, was in last week, arranging for a charter.

Cap. F. X. La France, of the steamer City of Midland, was in port from Owen Sound the other day, on business.

The ferry steamer Canadian, which is being practically re-built at Oakville, will have her name changed to the Thistle.

Chief Engineer Frank White, of the steamer Carmona, who has been suffering severely from rheumatism, is able to be about once more.

Last fall the schooner Lisgar arrived late with a cago of coal from the south shore for Elias Rogers & Co. This coal remained in her all winter.

Capt. Fox, who for so many years was in the schooner Flora Emma, is negotiating for a half-interest in the schooner F. H. Burton, now lying at Port Hope.

Three or four schooners have been chartered to bring coal from the south shore at nearly a 30-cent rate. A few small cargoes of lumber are offering to the south shore.

Capt. Frank Nash has charge of the schooner Rapid City, one of the J. & J. T. Matthews's fleet. She is already fitted out, and will begin to load lumber for Niagara on Monday, at 90 cents.

The steamer Greyhound has been sold by Messrs. Gooderham to Mr. Cooper, of Belleville, for $13,000. Capt. Van Vlack is to have command of her this summer and she is to ply on the Bay of Quinte route.

Mr. Harris, manager of Wilson Island Park, was in the city this week, to charter a steamer to ply between this port and Wilson, N. Y. There is every likelihood that the steamer Eurydice will be the favored one.

Already season book-tickets for the Empress of India, are being sold by the W. A. Geddes firm. The Empress is going to ply between St. Catharines and Toronto this season, when the steamer Lakeside goes to Lake Erie.

A lighthouse and range lights are to be erected on the eastern end of the island and at the "Gap" this spring, and it is for the care of these that Fisherman Montgomery is petitioning, not for the lighthouse at Gibraltar Point.

Messrs. Bertram are pushing the work of putting a new Scotch-tpye boiler into the steamer A. J. Tymon. Capt. McSherry claims that it is the finest of the kind in Canada. This season the Tymon is to ply on Lake Erie, between Buffalo, Crystal Beach and Port Colborne.

There will be a dearth of "wild" steamers at this port this season, to take special charters, picnics and excursions. All three vessels, the Lakeside, the A. J. Tymon, and the Greyhound, which did that business formerly, are leaving this port to take up their special routes as soon as the passenger season opens in earnest.

Young George Gooderham's new yacht, built by Fife, the famous yacht-builder, in Glasgow, is expected here in a few days. It has been separated into sections to facilitate transit, and will be put together here under the supervision of Capt. Melancthon Simpson, who is having a shed built to receive it, at the River Don.

The ferry steamer Luella and Gertrude arrived from Oakville on Sunday, with the ferry steamer Sadie in tow. The Luella plied between the city and the Island several times during Sunday, quite a number of people taking advantage of the sail, although the wind was rather cold. The Sadie has been converted into a double-ender, and will have new engines put in here at the Doty Engine Works. Her name is to be changed to the Shamrock.

Capt. Dick Fugler, of the yacht Oriole, and Capt. Sam Colligan, have built four racing models of the yachts Vigilant and Valkyrie, and are going to have them compete on the bay. One of the yachts is six feet long, built of wood, and the other is four feet long, constructed with copper. The copper one has a lead keel of 35 pounds, and is cutter-rigged. All the sails were made by John Leckie. Their little fleet the captains have dubbed the Cadet's club. Similar racing models are eligible for membership in the club.

KINGSTON ONT.

Special Correspondence to The Marine Record.

TheThousand Island Steamboat Co.'s steamer Islander left for Clayton April 1, and will go on her route between Clayton, Thousand Island Park, and Alexandria Bay on Monday. The steamer Alberta is on Davis drydock for general repairs. The steamer Pierrepont is making daily trips between Kingston and Cape Vincent in connection with the New York Central Railway. The steamer Hero will start on her Bay of Quinte route about the 17th. The M. T. Co.'s tugs are undergoing general repairs at the Government dry-dock.

PORT COLBORNE, ONT.

Special Correspondence to The Marine Record.

With the exception of some straggling pieces of ice, the harbor is clear, and ready for navigation. The schooner Ganges, which wintered here, loaded with coal for Toledo, on Monday. The steamer Tecumseh and consorts are being fitted out, and expect to leave here about the 10th of April.

OSWEGO, N. Y.

Special Correspondence to The Marine Record.

The schooner Julian arrived here, light, Thursday night, and left here on Saturday with coal for Kingston. First arrival and departure this season.

CASUALTIES OF THE WEEK.

The steamer Levi Grant was towed into Sheboygan on Wednesday, in distress. A seaman was badly hurt, through the carrying away of her foremast head.

The schooner H. D. Root, Capt. Faragher, ran ashore Tuesday, on Peach Orchard Point Reef, near South Bass Island, Lake Erie. She was built in 1863 and is valued at about $2,000.

The steamer state of Michigan of the Grummond line, went ashore on Kenosha reef, twenty miles north of Alpena Tuesday night. Tugs were dispatched to her assistance, and released without any material damage.

The steamer Majestic collided with the schooner Theodore Voges in the St. Clair river on Wednesday. The schooner lost her foremast and headgear, one seaman named Hugh McCaffrey was killed. The steamer damaged her upper works to the amount of a general average.

The steamer Minneapolis foundered off McGulpin's point, Straits of Mackinac on Wednesday. The Minneapolis was a wooden propeller of 1,072 tons, built in 1873, and owned by A. A. Parker, of Detroit. She was rated A2, was valued at $50,000, and insured for $43,750. When the disaster occurred she was on her way from Chicago to Buffalo laden with 48,000 bushels of grain. It is supposed that the heavy gale that was blowing from the southwest swung a mass of ice against her side, staving a hole large enough to sink her.

The steamer William H. Barnum, Chicago to Port Huron with grain, foundered in the Straits of Mackinac on Tuesday. She was owned by C. A. Chamberlain and others of Detroit, was rated in last year's Inland Lloyds register at $35,000, and was insured for $22,000. The corn cargo was insured for $22,000. The Barnum was built by J. M. Jones of Detroit, in 1873, and was rated A2, the class which the underwriters have dealt with so severely this spring. It was the first trip that Capt. Smith, of Marine City, had made in the boat.

TO EVANGELIZE SOUTHERN NEGROES.

The Adventists of Allegan, Mich., have just completed a boat capable of accommodating 150 persons. The party will start for the South in a few days by way of Lake Michigan and the Mississippi river. On reaching Tennessee a stop will be made at all settlemeuts along the river, and the gospel according to the adventists will be preached. The vessel has sleeping apartments for 150 people. The projectors of the expedition say they will evangelize all the Southern negroes before they return.

BULLETIN ON THE CAPSTAN-HEAD.

Electric hoisting apparatus is being placed on the Northern line steamer North Star.

Hoisting machinery for package freight has been placed on the steamer George G. Hadley.

A fish tug built for Connable Bros. of Benton Harbor, was launched Tuesday from Heath's ways at that port.

The steamer State of Michigan, Grummond Line, has gone into commission on the Toledo-Mackinac Island route.

The electric range lights at Fort Gratiot have been found unsatisfactory, and will be replaced by lens lanterns.

Capt. William J. Waters, one of the best known sailors on the lakes, died at Oswego, Saturday, aged sixty-two years.

Capt. George McCullagh has purchased an interest in the steambarge which is being built at Gibraltar, and will sail her.

Work on the Corsica and Northwest shoals at the foot of Lake Huron. has been commenced by McCollum & Lee's dredges.

The steamer Oscoda and tow have been chartered for the season to carry lumber from Ashland, Wis., to Tonawanda, N. Y., at $1.15.

Two grain laden vessels arrived at Erie, Pa., from Toledo, O., March 24 and 25, the first and second arrivals of the season of 1894.

Tug men at Toledo are considering the two alternatives of laying up part of the fleet, or keeping them all in commission, with a reduced scale of wages.

The government has just leased a site on the water front at Grand Haven for a small shipyard and dry dock for its craft engaged in river and harbor improvements.

Work on the new lighthouse and fog signal fourteen miles west of the Portage Lake canal will be commenced this spring and will probably be finished before navigation closes.

The claim of the owners of the steamer Imperial against Capt. Hackett for services in saving the tug Home Rule from destruction by fire at Amherstburg last fall has been amicably adjusted.

The new ferry boat building by F. W. Wheeler & Co., of Bay City, for the Detroit, Belle Isle & Windsor Ferry Company, will be named the Pleasure. She will be commanded by Capt. George Shanks.

Capt. John Robertson, formerly local inspector of steam vessels, will command the steamer Greyhound this season. Capt. George King, who commanded her last season, will sail his own steamer, the Newsboy.

The Lake Seamen's Union at Chicago has elected officers for the ensuing year as follows: President and treasurer, Richard Power; secretary, T. J. Elderkin. The union claims to be stronger this year than ever before.

Lighthouse Inspector W. W. Mead, of the eleventh district, has been notified by the Light House Board to discontinue the buoys at Corsica Reef, Northwest Shoal and Poe Reef, they having been made unnecessary by the presence of the lightships placed there.

The Lake Michigan and Lake Superior Transportation Co. is figuring to make a running arrangement with the passenger steamers of the Northern Line for its steamer Manitou, which plies between Chicago and Sault Ste. Marie during the season of passenger travel.

The steambarge Saginaw when loading lumber this week at Bay City, offered the longshoremen 30 cents an hour to load the boat, but they refused, asking forty cents, which is five cents lower than last year. The result was that men from the mill were employed at thirty cents.

Capt. George Hays, inspector of steam vessels for the district of Galena, Ill., to Bismarck, N. D., five years ago, died last Friday evening. Capt. Hayes was the owner of several steamers, and one of the best known men on the Mississippi and St. Croix rivers. He was about 60 years old.

A pair of seven-foot wheels have been forwarded to Cleveland by the Sheriff's Manufacturing Co., Milwaukee, for the new L. P. & J. A. Smith Co. tugs. A Sheriff's wheel has also been ordered for the steamer City of Marquette at Manitowoc, and two small Sheriffs wheels for boats at Tower, Minn. The company has also shipped a patent fish net reels and accompanying engine to parties at Toronto, Ont.

Capt. H. C. Hanson, of Ohkosh, Wis., is an old-time navigator. In June, 1849, Capt. Hanson purchased the schooner Snowbird from Milwaukee owners and sailing the craft to Green Bay ascended the Fox River as far as Kaukauna. Here the vessel was transported overland as far as Appleton, where she was relaunched and thence taken to Oshkosh. The Snowbird was 56 feet keel, 18 feet beam and 4½ feet depth of hold. She was re-launched at a point on the Fox river, where she had comparatively easy sailing, the river being free from shoals and rapids until Lake Winnebago was reached. A lock had been completed at Depere through which Capt. Hanson took his boat, and thence to Kaukauna, beyond which place he could not proceed on account of the falls and rapids. The Snowbird did a thriving business on Lake Winnebago in carrying supplies for the Indian traders. After running the vessel for a number of years, Capt. Hanson sold her. She subsequently sprung a leak and sank in the inland miniature lake.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

ENGLISH LLOYDS AGENTS.

To the Editor of The Marine Record:

PHILADELPHIA, PA., April 2, 1894.

Has the London Lloyds Underwriters, any agents or representatives on the Great Lakes? JUNIUS.

Yes; as follows: William H. Round, Chicago, Ills.; William M. Daly, Detroit, Mich., Joseph R. Oldham, Cleveland, O., and James G. Orr, Buffalo, N. Y.—[ED.

HOUSE COMMITTEE ON HARBORS.

CHICAGO, ILL., April 3, 1894.

To the Editor of The Marine Record:

Will you have the kindness to tell me who are the members of the Congressional Committee on Harbors? I desire to have all the names. SUBSCRIBER.

The standing committee of the House of Representatives on Rivers and Harbors at the present, viz.: during the second session of the fifty-third Congress, are Messrs. Catchings, Lester, Clarke, of Alabama, Jones, Page, Alderson, Causey, Caminetti, McCulloch, Barnes, Taylor, of Indiana, Henderson, of Illinois, Hermann, Stephenson, Hooker, of New York, Grosvenor and Reyburn.—[ED.

A STOWAWAY PASSENGER.

MACKINAC ISLAND, MICH., April 4, 1894.

To the Editor of The Marine Record:

If it is not asking too much, I would like to have you answer the following questions:

1. Can a passenger on a steamer, refusing to pay his fare, be put ashore on an island which is a port of entry without any liability to the steamer?
2. Can said passenger be put ashore on an island if it is not a port of entry?
3. Would it make any difference whether passenger had any money or not?
4. Can said passenger be put ashore on mainland where there is not a port of entry?
5. Does said case come under State or U. S. laws?
6. Which is the best course for a purser of a steamer to pursue in such a case?

Any further information you may be pleased to give will be very much appreciated. MUN MCCARTY.

To questions No. 1, 2 and 4 we would say briefly, yes; No. 3, no; No. 5, U. S. laws; No. 6, obtain his passage money, or its equivalent, without putting the ship to any expense.

The stowaway has no standing whatever on a vessel; he is in the same category as a burglar in a house ashore and his presence shows evil or fraudulent intent. If a passenger has money, but refuses to pay the usual fare, he places himself in the position of a stowaway and may be set ashore anywhere or carried to a destination and be proceeded against under due process of law.

The Atlantic liners usually give stowaways (viz: those who embark on the ship with the intent to defraud the line of the usual passage money) about six weeks' imprisonment in lieu of a financial indemnity. It is quite customary, however, to make them work their passage in the stokehold or on deck.

Relative to the questions propounded by our correspondent, Harvey D. Goulder, Esq., one of the ablest admiralty lawyers on the lakes and probably in the United States, has the following to say:

"Regarding the right to put off of a steamer a passenger who refuses to pay his fare, I will say that generally a steamer has the right to put off any person refusing to pay fare at any point on its route where it may stop, or may make a stop for the purpose. The only condition is that it must be done in a seemingly manner and without unnecessary violence and it shall be at such place that the landing may be made in safety. There are some modifications of this general right, depending upon peculiar circumstances, but the foregoing is the general principle governing them all."

"If the vessel is plying between ports of the United States and other countries as well, then you must take into consideration the act of March 3, 1891, and, possibly, some other similar acts preceding that, excluding certain aliens from admission to the United States. This act would relate to passengers taken up in Canada and whom it is proposed to put off in a port of the United States.

"By section 10 of the act mentioned it is provided that aliens who may unlawfully come to the United States shall, if practicable, be immediately sent back on the vessel by which they were brought in, and the cost of their maintenance while on land, as well as the expense of the return of such aliens, shall be borne by the owner or owners of the vessel on which such aliens came, and fixes a penalty against the master, agent, consignee, owner or owners of such vessel for failure to take back or neglect to detain them on board of the vessel, or shall refuse or neglect to pay the cost of their maintenance while on land. The offense is deemed a misdemeanor, punishable by a fine of not less than three hundred dollars for each and every offense, and the vessel, if she require clearance, shall not have clearance from any port of the United States while such fine is unpaid.

"The 6th section of the same law provides a penalty against any person who shall bring into or land in the United States by vessel or otherwise, or shall aid to bring in any alien not lawfully entitled to enter, and on conviction such person shall be fined not exceeding one thousand dollars or imprisoned for a term not exceeding one year, or by both fine and imprisonment.

"The 8th section of the act provides that on arrival by water of any alien immigrants, it shall be the duty of the commanding officer and agents of the vessel, to report the name, nationality, last residence and destination of any aliens before they are landed.

How it would be about putting off in Canada a passenger taken on board in the United States, would depend entirely upon Canadian law.

The law referred to will be found in the Supplement to the Revised Statute of the United States, page 934.

So far as regards passengers taken on in one country, they certainly may be put off at any point in the same country under the general rule given; and a passenger taken on in a foreign country may certainly be landed in the United States, under the general rule I have given, and the special provisions of the law of 1891."

EXPIRATION OF INSPECTION CERTIFICATES.

Steamers in the several lake districts whose certificates of inspection expire from April 7 to 13 are as follows:

CHICAGO, ILL.

Ctiy of Charlevoix,	Apr.	8	Iron Duke,	Apr.	12
Robert L. Fryer,	"	10	Iron Chief,	"	12
Wm. F. Sauber,	"	10	Tom Adams,	"	12
Wm. H. Gratwick,	"	10	Jesse H. Farwell,	"	12
C. W. Elphicke,	"	10	Minneapolis,	"	12
Charles S. Parnell,	"	10	A. A. Parker,	"	12
Uganda,	"	11	J. C. Perrett,	"	13
George W. Morley,	"	11	H. H. Worthington,	"	13
Tom Brown,	"	11	E. C. Pope,	"	13
Montauk,	"	11	Charles A. Eddy,	"	13
Iron King,	"	12	W. R. Stafford,	"	13
John Oades,	"	12	A. B. Ward,	"	13

BUFFALO, N. Y.

Alex. H. Sloan,	Apr.	8	Idaho,	Apr.	13
Empire State,	"	12	A. J. Holloway,	"	13
Pascal P. Pratt,	"	13			

DETROIT, MICH.

Marion Teller,	Apr.	5	Richard Martini,	Apr.	8
Pilgrim,	"	5	Lily,	"	10
Martin Swain,	"	7	H. C. Thatcher,	"	10
C. A. Lorman,	"	7	Gettysburg,	"	11
Torrent,	"	8	Swallow,	"	12
Volunteer,	"	8	E. C. Pope,	"	13
Charles Hebard,	"	8	C. H. Starke,	"	13

CLEVELAND, O.

J. H. Wade,	Apr.	1	Wawatam,	Apr.	8
J. H. Outhwaite,	"	1	Nahant,	"	8
Castalia,	"	4	Marion,	"	8
Tom. Maytham,	"	4	John Gregory,	"	8
Susie B,	"	5	Lotta,	"	8
Joseph S. Spinney,	"	5	Mascotte,	"	11
F. S. Butler,	"	5	Frontenac,	"	11
Laura D,	"	5	Michael Groh,	"	11
E. G. Ashley,	"	5	Edward Shelby,	"	12
H. P. Tobey,	"	5	George G. Hadley,	"	12
L. Birkhead,	"	5	V. H. Ketchum,	"	12
Cygnet,	"	6	La Salle,	"	12
Ida M. Torrent,	"	6	Charles J. Kershaw,	"	12
J. H. Devereux,	"	6	Joliet,	"	12
Arctic,	"	7	Edward Smith,	"	13
Louise,	"	7	Ruby,	"	13
Greyling,	"	7	Hope,	"	13
Will and Harry,	"	8			

NEW LEHIGH COAL DOCK.

The contract for building the new coal dock of the Lehigh Valley Coal Co., at West Superior, Wis., has been let to the Chicago Coal Storage Co. The dock will be the most complete at the head of Lake Superior, and will be built of iron and steel on Tower bay slip. The fleet of Lehigh boats it is now stated will run to the head of the lake this seasou instead of to Chicago.

A RAFT GOING OVER NIAGARA FALLS.

Messrs. H. M. Loud & Sons of Au Sable, Mich., owners of the timber raft which broke away from Tonawanda and went over the Niagara Falls, have appointed Capt. P. McSherry of Toronto to charter a tug and gather the logs. Altogether, there were 3,500 logs went down the Niagara River. Of these about 2,000 are jammed in the stream just below the Suspension Bridge and the remainder are strewn around the shores of Lake Ontario. There are 600 at Winona, 100 at Weller's Bay, 50 at Frenchman's Bay, and a number on the beach of the Island at Toronto and at other points between that port and Kingston. A great many are strewn at the head of the lake and at Thirty-Mile Point on the American side. With the smaller tug the logs will be rafted from the shores and gathered into different harbors to be rerafted, after which the big tug Excelsior belonging to the firm, will tow the lot to Charlotte or Gilmore's Mills at Trenton. Some of the logs have been cut up by parties along the shores, and the firm intend to enforce the full penalty of the Canadian wrecking law against these people, for the logs were all marked with the firm's brand. Men have been set to work at the mouth of the Niagara River to build a boom, with which those logs still in the stream may be caught.

THE Roberts Safety Water Tube Boiler Co., of Red Bank, N. J., and 18 Cortlandt street, New York, are building a Roberts boiler nine feet square and with 56 square feet of grate surface for the steam yacht Restless, of Buffalo.

NOTES.

THE American Ship Windlass Co., Providence, R. I., carry a large stock of gypsey windlasses on hand, so that they can fill an order the same day it is received for any of the ordinary styles.

THE *Electric Review* of February 2nd, comments on fires caused by bad wiring, especially by bad joints, and states that nothing but armored cables are good enough for ship work, with properly designed cast-iron boxes, made water tight, in which case the wires cannot possibly cause a fire The *Electric Engineer* of February 2nd also discusses this subject.

GRAPHITE paint was used upon some of the tubes of a boiler at the works of the Detroit Graphite Manufacturing Co., about a year ago. When they were examined a few days since they were found to be in as perfect a condition as when painted, while the other tubes which had not been touched by the graphite were badly corroded and scaled.

ALTHOUGH the Finlayson upright water tube boiler has been in the market but a comparatively short time the manufacturers, the Finlayson Boiler Co., of Detroit, Mich., report an extensive correspondence covering requests for quotations from all sections. They have already received a fair number of orders, and from all appearances will soon have more than they can do.

AMONGST the latest steamships which have had electric light plants installed by the well known F. P. Little Electrical Construction & Supply Co., of Buffalo, N. Y., is the large steel steamer No. 118, being built by the Detroit Dry Dock Co., at Wyandotte, Mich. This electric light plant will be one of the finest on the lakes, particularly the switch-board, which is simply a little beauty, and is well worth looking at.

THE Parsons & Pattison Chemical Co., Detroit are manufacturing an Alkali boiler compound which appears to meet with unusual favor. It has just been learned that the Northern Steamship Co., American Steel Barge Co., Lakawanna Line, Detroit Navigation Co., Republic Steamship Co., Crescent Line and others have ordered quantities of the Alkali Boiler Compound. Tests are also being made by the U.S. Navy department and the manufacturers feel quite certain that the most gratifying results will take place from the departmental test.

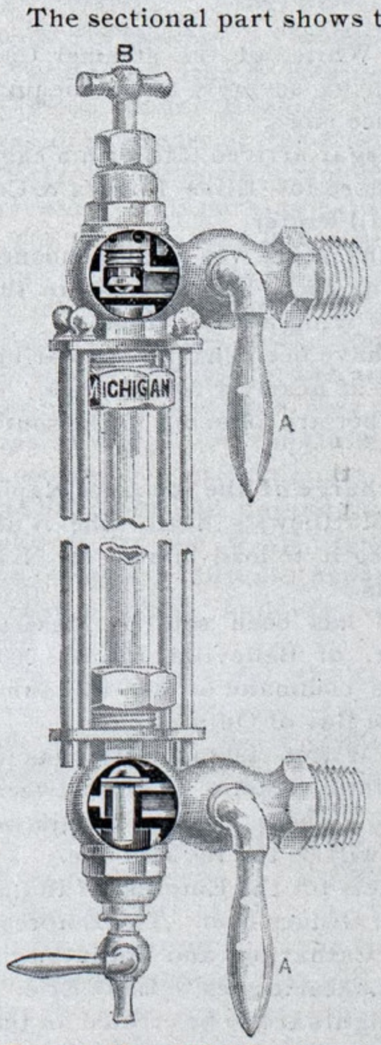
THE Van Duzen Gas and Gasoline Engine Co. of Cincinnati, O., reports business in good shape. The number of orders has increased over 100 per cent. during the past sixty days, and if orders continue to increase at the present rate the plant will soon be pushed to their full capacity. Last year the Van Duzen Co. increased their facilities for turning out their popular engines over ten fold. The rapid and remarkable growth of business, aside from the simlicity, durability and cheapness of these little giants, is the result of judicious and presistent trade paper advertising. Maj. Benj. Van Duzen, the inventor of the Van Duzen engines, gives personal attention to every detail of the business and factory. Nothing escapes his watchful and experienced eye, and every engine is thoroughly tested before being permitted to leave the shops.

AUTOMATIC SIGNAL WATER GAGE.

ILLUSTRATED.

The Michigan Lubricator Co., of Detroit, Mich., are the sole manufacturers of the Automatic Signal Water Gage, illustrated herewith, G. B. Essex being the inventor.

The sectional part shows the construction of the automatic checks. Its principle is that, in ordinary use the pressure on the top and bottom of the automatic checks in both arms being equal, the gage performs the functions of an ordinary gage, but should a glass break, the pressure being on the under side only of the automatic checks, forces them to their seats, thus preventing the escape of steam and water.



Patent No. 513,492, issued January 30, 1894.

After the engineer has closed the valves, operated by means of the lever handles, the pressure on the automatic checks is withdrawn and they drop from their seats of their own weight.

After a new glass has been put in place and the lever handles turned, as shown in cut, the pressure on the top and bottom of the automatic checks is again equalized, and they remain away from their seats.

The location of the lever handles advises the engineer whether the water is or is not turned off from the gage, which feature is claimed to be of particular advantage when gage is used on marine boilers.

The valves of this gage are easily gotten at for cleaning without detaching the gage and while the boiler is under pressure.

It is claimed that this gage is particularly adapted to use on boilers that are set in the hold of vessels.

CAR FERRY STE. MARIE.

ILLUSTRATED.

The accompanying engraving shows the transfer steamer Ste. Marie, built last year by the Detroit Dry Dock Co., for the Mackinac Transportation Co., to carry cars across the Straits of Mackinac. That it is not all plain sailing up there may be appreciated by a look at the ice around her when the photograph from which this cut is made was taken. Her freeboard with an ordinary load of 18 freight cars on board is about 9 feet, nearly all of which is seen to be needed on this trip and which was not an unusually difficult one.

As soon after her appearance at the Straits as the ice became heavy enough for a trial, Capt. Boynton ran out of his usual course until he found a smooth field of clear ice, which proved on measuring to be 27 inches thick. The Ste. Marie cut through this without any appreciable difficulty or inconvenience. To test her power of starting under such great disadvantage, she was stopped in this field, and started up again without any pretense of reversing the engines and backing clear, in the manner of ordinary vessels, to gain headway. Such performance as this needs to be seen to be appreciated, declares Capt. Boynton.

The Mackinac Transportation Co. are to be congratulated on the remarkable success of the vessel, which was designed by Mr. Kirby, of the Detriot Dry Dock Co., in anticipation of just such work. She is 269 feet 6 inches length of keel; 302 feet moulded length on deck; 51 feet 6 inches beam and moulded depth 24 feet. She has three tracks on the upper deck, sufficient for the accommodation at one time of 18 cars of the ordinary freight type.

The hull is of the strongest possible construction, and is the heaviest wooden hull on the Great Lakes. It is of oak for the most part, some long leafed Georgian pine being used for deck beams and track stringers. The frames are 12 inches thick by 24 inches deep on the keel; she has fifteen keelsons, none less than 14 inches square, and is planked with 6 inches of oak, sheathed with steel up to one-quarter of an inch in thickness, to prevent the ice from chafing the plank.

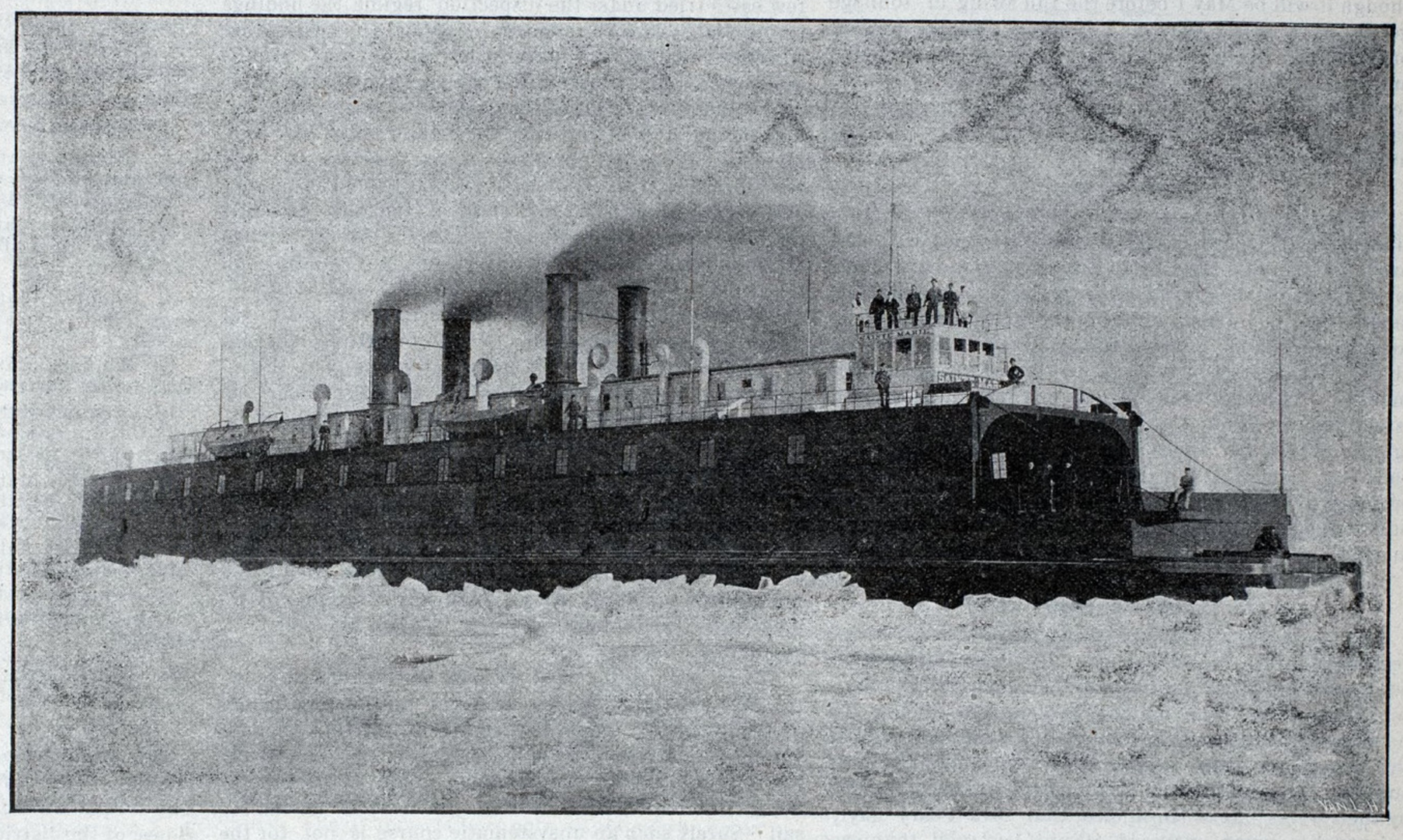
An important factor in her success is her fine form under water, her coefficient of displacement being less than five-tenths. Her power to break ice would be uselessly expended, if the form of the hull permitted loose ice to cling to her and wedge around her as it does around an ordinary vessel. In fact, no amount of power that could posibly be applied would make a vessel of the usual freight type do her work.

The upper deck of the hull proper is entirely given up to car accommodation, the cabins being carried on the hurricane deck, 25 feet or more above water. The sides are sheathed up, keeping the cars entirely under cover in transit, and incidentally relieving timid passengers of the fear caused by the sight of the seas in heavy weather. The usual appliances in the way of jacks and chains are used to steady the cars on the tracks. The length of the trip and number of passengers carried, calls for somewhat elaborate arrangement of passenger accommodation in the way of dining-saloon and ladies' and gentlemen's toilet rooms, which are arranged very conveniently and finely furnished.

Her power is furnished by four double-ended boilers, 11 feet 6 inches diameter and 17 feet 6 inches long, working at a pressure of 120 pounds per square inch. The propelling power is applied by two vertical inverted compound engines, of about 2,500 indicated horse power for ordinary working. The bow engine has cylinders 28 and 52 inches diameter by 40 inches stroke, and the after engine 32 and 58 inches diameter by 48 inches stroke. The air pumps are of the Worthington independent duplex type, the size of the forward one being 12 by 15 by 15 inches, and the after one 14 by 19 by 15 inches. The feed pumps are also independent of the main engines, leaving only the bilge and cooler pumps to be worked at the expense of the propelling power.

The auxiliary machinery comprises also an electric light engine, for a plant of 300 lights and a search light, four steam gypseys for handling lines, and an engine for hoisting the gate at the bow under which cars must run in loading and discharging. Among her special fittings might be noted four hydraulic ash ejectors, of the type for which the Dry Dock Co. is becoming noted, and by the use of which the labor of getting the ashes overboard is reduced to shoveling them into the hopper in the fire-room. The fireman opens the valve, shovels in the ashes, and the machine does the rest.

The Ste. Marie is fitted with two anti-rolling tanks between decks, similar to those on the St. Ignace, which reduce the rolling of the vessel in a remarkable degree. Independently of them she is claimed to be a very steady vessel, and one of which Capt. Boynton and his crew are justly proud.



ICE CRUSHER AND CAR FERRY "STE MARIE."

MAGNETIZED THE BAYONETS.

A singular aberration of the sidearms of marines on board English ships is reported. It appears that the bayonets belonging to the marines have, in many cases, become highly magnetized through contact with, or close proximity to dynamos, and the result is that compasses have become affected by sentries passing near them whan wearing these sidearms. An order has been issued that in future these sentries are not to wear sidearms when on duty in the neighborhood of dynamos, and it is expected that this will overcome the difficulty.

ALUMINUM TOW ROPES.

The hawsers of the future for the new Navy may be made of aluminum. The bureau of equipment of the Navy Department is now testing aluminum wire especially in relation to its strength and durability for use as hawsers. There are a good many advantages to its adoption by the Navy. It is one-third lighter than the steel now in use and is easier to handle.

RECENT TRANSFERS OF VESSEL PROPERTY.

Recent transfers of vessel property in the Grand Haven district are: Steamer George D. Stanford to T. J. Preston and Charles Morrison, of St. Louis, $3,000; propeller Acadia, one-third, William Starke, of Milwaukee, to Henry Starke, $7,000; same boat, Henry Starke to the Starke Lumber and Land Company, of Acadia, Mich., $21,000.

The propeller Hilton, 166 tons burden, has been sold by Thomas Richardson to the Watervale Manufacturing Company, of Watervale, Mich. C. Lorens and C. H. Ellis, of Milwaukee, being principal owners.

Crosby & Co., of Muskegon, Mich., have purchased the steamer Nyack, of Buffalo, to run between Muskegon and Milwaukee. The Nyack has a freight capacity of 1,200 tons and 250 cabin passengers. She costs the new owners something less than $40,000.

The small passenger and freight steamer Douglas, which covered the route between Milwaukee and Muskegon for several seasons has become a part of the Soo Line, and will hereafter ply between Gladstone and Traverse City in connection with the St. Paul, Minneapolis & Sault Ste. Marie Railway. The Douglas sold for $4,500 cash. She is a staunch craft of 226 tons measurement and carries an A2 rating. She was built at Saugatuck by Martel in 1882.

STARKE DREDGING COMPANY.

The C. H. Starke Dredging and Dock Building Co., with a capital of $312,000, has filed articles of incorporation with the register of deeds at Milwaukee. The incorporators are C. H. Starke, William A. Starke, Adolph F. Bues and Conrad Niederman.

RIVER AND HARBOR APPROPRIATIONS.

The River and Harbor Bill carries an appropriation for the fiscal year ending 1895, in round numbers of about $9,600,000, which is about $12,000,000 less than the appropriation for the current fiscal year and $30,000,000 less than the estimates submitted by the United States' engineers. The estimates before the committee amounted to $38,770,611. In addition to this amount carried by the regular River and Harbor Bill, the Sundry Civil Bill contains items aggregating $8,300,000 for contract work on rivers and harbors. The total amount available, therefore, the next fiscal year is nearly $18,000,000.

The appropriations for New York states are: Buffalo, $70,000, of which $5,000 is to be used in making a survey and plan for extending the outer breakwater; Charlotte, $15,000; Dunkirk, $20,000; Glen Cove, $10,000; Gowanus Bay Channel, $50,000; Great Sodus Bay, $8,000; Little Sodus Bay, $8,000; Ogdensburg, $20,000; Oswego, $27,000; Rondout, $5,000; Tonawanda Harbor and Niagara river, $50,000; Sacketts' Harbor, for completion, $5,000; and $8,000 to be expended for improving shoals between Sister Islands and Cross-over light, and in the St. Lawrence river between Ogdensburg and the foot of Lake Ontario.

Ohio: Ashtabula, $75,000; Black river, $10,000; Cleveland, $40,000; Fairport, $20,000; Huron, $10,000; Port Clinton, $6,000; Sandusky, $25,000; Toledo (straight channel through Maumee bay), $60,000; Conneaut, $40,000; Vermillion, $2,000.

Pennsylvania: Erie, $10,000.

Indiana: Outer harbor at Michigan City, $16,000.

Illinois: Calumet harbor maintenance, $15,000; Chicago, $80,000, of which $25,000 may be used in the Chicago river; Waukegan, $12,000.

Michigan: Marquette, $30,000; Muskegon, $30,000; Grand Haven, $25,000; Portage Lake Harbor of Refuge, $25,000; Grand Marais, $20,000; St. Joseph, $22,000; Charlevoix, $8,000; Frankfort, $15,000; Manistee, $12,000; Holland, $5,000; Monroe, $5,000; Muskegon, $30,000; Ontonagon, $7,000; Pentwater, $5,000; Sand Beach, $20,000; South Haven, $10,000; White Lake Harbor, $5,000; Ludington, $6,000; Petosky, $6,000; Saugatuck, $10,000; Cedar River, $6,000; Menominee, $10,000. An appropriation of $30,000 is made for work on the Detroit river, removing shoals between Detroit and Lake Erie. One of $50,000 for Portage Lake canal entrance, and another of $25,000 for St. Clair Flats ship canal. The Saginaw river gets $40,000, and other Michigan rivers as follows: Black river, $4,000; Black river, at Port Huron, $4,000; Clinton river, $5,000; Rouge, $5,000; Thunder Bay, $4,000.

Wisconsin: Green Bay, $25,000; Kenosha, $10,000; Kewaunee, $15,000; Manitowoc, $15,000; harbor of refuge at Milwaukee, $45,000; Racine, $15,000; Superior bay and St. Louis bay, $40,000; Sheboygan, $22,439; Ashland, $25,000.

Minnesota: Duluth, including repairs to the canal, pier, the channel on the north shore of St. Louis bay and the St. Louis river, $50,000; Agate bay, $25,000.

Rivers and creeks: Michigan: Saginaw river, $40,000; Detroit, $30,000; improving water communication across Keeweenaw point, Lake Superior, from Keweenaw bay to Lake Superior, $125,000. Wisconsin: Chippewa river, $10,000; Fox river, $37,000; Sturgeon bay and Lake Michigan ship canal, $20,000.

THE MARINE RECORD

ESTABLISHED 1878.

PUBLISHED EVERY THURSDAY, AT 144 SUPERIOR ST., (LEADER BUILDING), CLEVELAND, O.

IRVING B. SMITH, }
CAPT. JOHN SWAINSON, } . . . PROPRIETORS

BRANCH OFFICE:

CHICAGO, ILL., ... 179 LaSalle Ave.

THOMAS WILLIAMS, Associate Editor.

SUBSCRIPTION.

One copy, one year, postage paid, . . . $2 00
One copy, one year, to foreign countries, . . $3 00
Invariably in advance.

ADVERTISING.

Rates given on application.

Entered at Cleveland Post Office as Second-class Mail Matter.

CLEVELAND, O., APRIL 5, 1894.

VESSEL owners desiring to hear by telegraph from their vessels when passing Thunder Bay, Lake Huron, can now do so by hoisting their numbers. The Weather Bureau has established a signal display station at that point connected by wire with Alpena and courteously extends the use of the wire for communication with vessels

NAVIGATION has opened on all lakes except Superior, though it will be May 1 before the full swing of tonnage gets to work, if it does then. Judging from the present outlook there is but little to hurry boats into commission and there is much good sense in the expressed views of some owners to hold their boats after discharging the cargo held for winter storage and early delivery until fair living freights are obtainable.

NAVIGATION for the season of 1894 may now be considered fairly opened. All the passenger lines, with the exception of those running to Lake Superior, have boats in commission, the grain fleet from Chicago has started and the Straits are clear of ice, so that with the near open, ing of the Welland Canal and the St. Mary's Falls Canal, the chain of transportation will again be linked for about eight months. Although vessel owners can take but little satisfaction out of the rather unusual early opening of navigation, it is to be hoped that as the season advances backbone enough will be evinced by owners of floating property to accept only fairly marginal freight rates on bulk cargoes. Nothing now hinders the work of the lake marine but the lack of cargoes and the low rates of freight that prevail.

THERE are so many polar expeditions now in the Arctic regions that it is difficult for any one to remember their equipment, or place and time of their departure. Nansen, Stein, Peary, Wellman and Jackson are among the handiest to record and we venture to say at this time that the Nansen and Peary expeditions will be among the most successful, because each of the leaders are accompanied by their wives. It is chronicled that Mrs. Peary gayly enjoyed life away north of 80° in 1892 and that she found an abundance of vegetation, flowers, etc., in fact, that it was uncomfortably warm in that latitude during the month of July. However this may be, there are many interested and keen watchers of those who have embarked on exploring expeditions who believe that Dr. Livingstone would have returned from Africa on his last tour if his better half had been along with him. So much at least may be stated in support of the foregoing.

A VARIATION CHART.

THE Hydrographic Office intended issuing early in 1894 a special chart showing the curves of magnetic variation of the Great Lakes. The promise has failed to materialize thus far, and lake seamen will be compelled to go on making all sorts of annual allowances for variation in the change from east to west between Ogdensburg and Duluth. We now learn through the branch hydrographic office at Chicago that it is the intention of the hydrographer to issue a pilot chart of the Great Lakes if the necessary appropriation can be secured. This chart will not contain the meteorological data published in the other pilot charts, as it is already given by the Weather Bureau, but only such information of a nautical character as may be useful and interesting to lake sailors, such as curves of equal magnetic variation, wrecks, buoys out of place, changes in lights, use of oil, new shoals discovered, etc., etc. Information or suggestions on this subject will be gratefully received at any time, as it is the earnest wish of the Hydrographer to assist all who navigate the Lakes. It is believed that such a monthly chart will be appreciated by underwriters, shippers and lake sailors.

WRECK COURT OF INQUIRY.

An able champion in upholding the necessity of wreck courts of inquiry is the New York *Maritime Register* which tersely endorses the relevancy of our frequent articles on this subject in its issue of the 28th ult., as follows:

"The inquiry into the loss of the man-of-war Kearsarge, does, no doubt, or rather it should, call attention to the almost total ignoring of inquiry into the loss, or casualty to any merchant vessels, big or little, steam or sail. In the case of a steamer, to be sure an inquiry is made by the Steamboat Inspection Service, but that investigation must be taken as somewhat farcical for the reason that to a greater or less extent the Steamboat Service is a party at interest and cannot, therefore, be expected to be either wholly impartial or just. If, therefore, the government believes it of so much importance as to make strict inquiry into every accident that happens to one of its own vessels, why is it not of as much importance, nay even of greater, to make a just investigation into casualties to merchant vessels where many people, besides ship owners and the crew of the vessel, are interested, often to the extent of their lives, and always of their goods. Discipline must be maintained on a merchant vessel as well as in the navy. Public policy and public safety, also, demand that as much, even more, attention should be paid to the safe navigation of a merchant vessel as to that of a war vessel. But care is taken in the one case to see that duty has been well performed, while in the other no more supervision is given than would be found in an opera bouffe inquiry. If the government believes in wreck inquiry courts, it should arrange for having them for the merchant as well as for the military navy. The merchant service and the public would be the gainers thereby."

The *Maritime Register* could have gone a step further and stated that only recently has the steamboat inspection service made any attempt at inquiring into casualties where evidence of glaring incompetency or gross ignorance might have been easily developed, and, even in the few cases tried under the inspection regime the findings of the court has been rendered inoperative by suspending a license to sail on the lakes when no sailing could be done by any one on account of the ice king holding sway.

Granted, however, that the steamboat inspection service intend to do better when they know how, the commissioner of navigation should license masters and officers of sailing craft—and learn the way to hold an inquiry over losses occurring in that class of tonnage, certainly the reasons assigned for inquiries into the loss of steamers are equally applicable to sailing vessels, nor can the commissioner of navigation expect that the steamboat inspectors should take cognizance of casualties to craft over which they have no control. What a burlesque it would be to have a witness on the stand before many of the inspectors of the steamboat service giving evidence on head-reaching, scudding, tacking, wearing, boxhauling, clubhauling, etc., as performed in square rigged vessels, or even in shaping a true course.

The ultimate drift of these great bureaux is toward absorption, the steamboat inspection service will eventually exercise jurisdiction over all tonnage, sail and steam, or the commissioner of navigation will exercise a wider prerogative and supervise the mercantile marine, as we presume it was thought he would do when the office was created by Congress.

Are we not holding back the date of our maritime supremacy through disjointed bureaux minimizing technical aspirations in the profession and permitting a go-as-you-please spirit to pervade the mercantile marine service? There is now a low, unprogressive grade of proficiency required to handle steam and no qualification at all for sail. Surely such an unsystematic course is not for the best interests of the service.

A WORD OF GOOD.

IT is to be expected as a matter of course that the gentleman holding the office of commissioner of navigation will, under either administration, be an advocate of the rehabilitation and consistent progress of the United States mercantile marine and kindred interests. Shipbuilding is the parent industry of our maritime power, yet, Commissioner Chamberlain in his recent article to the *North American Review* advocates the registry of foreign-built ships, to the disorganization or partial extinction of American shipyards. All technical journals except those committed to the present administration by strong partisan views, are loud in their denunciations of the Commissioner's article on free ships, which by the way, has been widely quoted by our foreign contemporaries. We believe that there is a way out of the maze which the country is now floundering in relative to the decline of over-sea tonnage, but it is certainly not by cutting down fifty per cent. of the new work carried on by the established shipyards. If the commissioner will but study the past and present action of the "mistress of the seas," he will learn that trade follows the flag, but the latter has to be first introduced under the most favorable auspices. More, perhaps, than the change from wood to steel, or our late civil war, has to be charged to the cause of the decline of American over-sea tonnage. The British nursed what we wantonly despised, supported new steamer lines until trade warranted a withdrawal of legislative support and the result is palpable. Our navigation laws alone held the balance of coastal and inter-lake trade in favor of Americans and this tonnage has duly prospered. Had it been otherwise, trade would have followed the flag, our sea coast and lake ports would have been overshadowed with foreign ensigns, and metal shipyards for repairs, not construction, would have still been in embryo.

COMMANDER HEYERMAN, late of the Kearsage, has been sentenced to two year's suspension by the naval wreck court of inquiry. This verdict, however, will not be confirmed until the trial of his brother officer Lieut. Lyman, has been completed.

AMONG the projected canals connected with the lakes at this time is the Lake Superior-Mississippi, Lake Michigan-Erie, Georgian Bay-Lake Ontario, Lake St. Clair-Erie, Lake Erie-Ohio River and the grand deep water canal to the seaboard.

LAKE CASUALTY AND WRECK REPORTS.

CHICAGO, ILL.,
U. S. BRANCH HYDROGRAPHIC OFFICE.

To the Editor of The Marine Record:

I am in receipt of a letter from the Hydrographer of the United States Navy, directing me to collect and forward full statistics and information on the subject of wrecks and derelicts on the Great Lakes. I take the liberty therefore, of asking your assistance and co-operation in securing this data which will be utilized for the preservation of life and property.

If you cannot give me the information requested, will you kindly supply me with the names and addresses of any persons who may be able to help me in the collection of this important information. The data desired may be classed under the following general headings, though any additional information will be most welcome.

INFORMATION TO COVER A PERIOD OF TEN YEARS.

A. Number (date. name, class material of construction, and port of registry if possible) of vessels abandoned while still afloat.

B. Number, (date, name, etc., if possible) of vessels which remained afloat after being abandoned, and time remaining afloat.

C. Number (date, name, etc., if possible) of floating abandoned vessels which have been towed into port and salved.

D. Number (date, name, etc., if possible) of vessels abandoned afloat which have been destroyed.

E. Number (date, name, etc., if possible) of collisions with floating abandoned vessels. Whether injury was fatal, slight, or serious.

F. Number (date, name, etc., if possible) of wrecks along coast; whether each was "salved" or proved a total loss; and location of wreck as nearly as possible.

G. Number (date, name, etc., if possible) of abandoned vessels destroyed by fire.

H. Number (date, name, etc., if possible) of vessels which have disappeared and were never afterwards heard of.

I. Any known cases where oil has been successfully used in quelling dangerous seas and thus saving life and property.

GEO. P. BLOW,
U. S. Navy in charge.

The annual reports of Superintendent General S. I. Kimball of the Life Saving Service, Washington D. C. The wreck and casualty reports filed at the Custom House of the district wherein the casualty occurred. The wreck chart recently published by the U. S. Department of Agriculture, Weather Bureau, and by consulting the files of THE MARINE RECORD for the period mentioned are the principal and to our knowledge the only means of obtaining the desired information. [ED.]

PUNISHMENT FOR BARRATRY.

At the instance of the marine insurers of Boston, New York and Philadelphia, Mr. Everett introduced House bill No. 4,606, which has been read the third time and passed. The crime of willfully casting vessels away—commonly called the crime of barratry—is under existing statutes punishable with death; and marine insurers represent that because of this penalty juries steadily refuse to convict. Therefore underwriters ask that the Revised Statutes be amended so that the penalty for this crime may be imprisonment for life, or for a term of years.

The following is the full text of the bill:

"SEC. 5365. Every person who, on the high seas, willfully and corruptly casts away or otherwise destroys, any vessel of which he is owner, in whole or in part, with intent to prejudice any person that may underwrite any policy of insurance thereon, or any merchant that may have goods thereon, or any other owner of such vessel, shall be punished by imprisonment for life or for any term of years.

"SEC. 2. That section 5366 of the Revised Statutes is hereby amended so that it will read as follows:

"SEC. 5366. Every person, not being an owner, who, on the high seas, willfully and corruptly casts away or otherwise destroys any vessel to which he belongs, being the property of any citizen, shall be punished by imprisonment for life, or for any term of years."

LAKE SUPERIOR--MISSISSIPPI CANAL.

The special committee of the chamber of commerce of St. Paul on the subject of a canal from Lake Superior to the Mississippi river respectfully submit the following as a partial report: In the last congress the senate adopted the following amendment to the river and harbor bill, but the same failed to be passed by the house, namely: "For examination and survey for the location of a canal connecting Lake Superior and the Mississppi river, $10,000; and the engineers making said examination and survey shall report the most feasible route for such canal, either by way of St. Croix, Rum, or upper Mississippi rivers." A bill introduced by Representative Kiefer asking for a similar appropriation and survey is now before congress, and its success will depend very much upon the interest manifested for it by the press and the people of the Northwest. It is the experience of the best and greatest of projects to meet with opposition at first, even by those who are to be benefited by them. When the Erie canal was undertaken, sixty years ago, it was ridiculed by many as "De Witt Clinton's ditch." Only forty years ago as great a statesmnn as Thomas H. Benton ridiculed, in a speech in congress, the Northern Pacific railroad route as "useless." But now there are three great railroads along that route. As a sample of the objections to the canal, some people think that because the Mississippi at St. Paul is eight-two feet higher than Lake Superior such a canal would not be practicable. A difference in altitude, however, between the lake and the river cuts no very important figure. The practicability of a canal depends on whether enough water to feed it can be obtained at the point of highest elevation between the lake and the river. Maj. W. A. Jones, of the corps of United States engineers, who for many years has had charge of the navigable waterways and works in Central and Northern Minnesota, has stated that a canal between Lake Superior and the Mississippi river is practicable. It requires a careful survey, however, to determined the most feasible route.

In 1875 the State of Minnesota expended about 3,000 in surveys of different routes for such a canal, made by L. K. Stannard, of Taylor's Falls, and R. R. Davis, of Stillwater. Though encouraging, the surveys were not elaborate enough to determine which was the most feasible route. However, congress would not be likely to act upon any survey unless made by the United States engineers. Uniting as it would two such great bodies of water, the work would be pre-eminently national. A canal is contemplated of capacity for vessels that can navigate the lake. If such a canal were to strike the Mississippi above or below the Twin Cities, then unquestionably the Mississippi would have to be canalized from its junction with the canal to the said cities.

It is not necessary to parade tables of statistics to show the great utility of such a canal in cheapening transportation. The single item of hard coal, however, will illustrate the benefit that could be deverived from the canal. For some years the rate of transportation of hard coal from Buffalo to St. Paul by railroad has been $4.28 per ton; by water from Buffalo to Duluth it has been only 30 cents per ton; dockage at Duluth, 50 cents a ton, and from Duluth to St. Paul, a distance of 150 miles by rail, $1.50 a ton. If the proposed canal were in operation the people of Minnesota would save $3,000,000 annually on the single item of coal. Not only would it afford immense saving to the people of the Northwest in transportation in all lines of heavy traffic, but its indirect benefits would be great. It would lead to an increased saving and storage of water by reservoirs, which would improve river navigation and lessen damage from inundation.

The Miami canal, from Toledo to Cincinnati, is, with its feeders, 282 miles long; and one of its incidental benefits is that the water power furnished by its locks has developed manufacturing industry in employing a capital of over $30,000,000. Ohio has eighty-three counties, yet the twenty-seven counties crossed by the canal comprise more than half the wealth of the state. The United States is a great property holder in Minnesota. It still hold 12,000,000 acres of land in Northern Minnesota, mostly pine forest, which, if properly administered, should be a continual source of income. A canal would make the property more valuable.

Probably there has been no better engineering authority in this country than the late Edwin F. Johnson, of Connecticut, the forerunner and first chief engineer of the Northern Pacific railroad. In his pamplet published in 1866 on "The Navigation of the Lakes and Navigable Communications Therefrom to the Seaboard and the Mississippi River," he says: "The construction of canals becomes only an object in such cases where there are large extents of lines of natural navigation to be united, and this is peculiarly the case in respect to the improvements under consideration. Having the Great Lakes on one side and the Mississippi, with its tributaries, on the other, their construction is indispensable."

Of course it is not expected that any such large amount of money would be expended in any one year on the work contemplated as to embarrass the treasury; but it could be carried on gradually and economically, and in time it would be finished.

In conclusion, your committee recommend the adoption of the following resolutions:

Resolved, That the secretary is hereby instructed to communicate a copy of this report to the various commercial organizations in Minnesota and the Dakotas, and request them to immediately pass resolutions in favor of this project and to urge their senators and representative in congress to actively support an appropriation for the desired canal survey.

Resolved, That the press of the Northwest is hereby requested to advocate this canal project until it shall be accomplished.

JAMES SUYDAM,
C. C. ANDREWS,
L. W. RUNDLETT.

THE REVENUE CUTTER FESSENDEN.

The revenue cutter Fessenden, now on her station at Detroit, will receive a thorough overhauling and considerable repairs. As the revenue marine law provides that no officer shall be kept at the same port for more than three years, Chief Officer Ross and all others except the captain and chief engineer will be transferred this spring. Capt. Hodgsdon has two years yet to serve on the steamer, and the chief engineer one year.

LAKE FREIGHTS.

Coal tonnage for Milwaukee has been placed during the past few days at 40 cents, though the rate of 50 cents was made good to one large carrier for Sheboygan. There is some inquiry for boats to load for the head of Lake Superior, but shippers are only offering 30 and 35 cents, and although some tonnage has been chartered, the rate has not been given out. The ore taken by the Tonawanda Iron & Steel Co., Marquette to Tonawanda at 80 cents for the season, will be carried by Port Huron boats.

Buffalo coal rates to Lake Michigan were fixed at 25 cents, the same as to Duluth and Toledo, although a number of owners scorned the offer for some days. Brokers say that this move is intentional in order to make the whole business a standing protest against such rates and have vessels refuse it until a paying freight can be had.

Chicago—The freight market is dull and unsatisfactory all round. The last charter was placed at 1⅝ cents on corn to Port Huron.

HYDRAULIC AND ELECTRIC POWER FOR SHIPS.

In a paper entitled "Some Thoughts on the Design of New York Ferry Boats," read at the New York meeting of the Society of Naval Architects and Marine Engineers, Colonel Edwin A. Stevens, of the Hoboken Ferry Co., said he had under consideration a plan for the working of most of the auxiliary machinery of a vessel by the means of hydraulic power, using a modification of the present combined air and circulating pump, built by the G. F. Blake Co., as a prime motor as well as for its present purposes. The only other auxiliary would be the donkey pump and the injector. And this new plan involved a large-driving engine of the marine type coupled directly to a dynamo and carefully governed. The dynamo is to supply all the power necessary for the driving, lighting, and ventilating of the vessel, the main shafts being as short as possible, thus doing away with the present long and rigid shaft.

MARITIME LAW.

BRISTOL CITY LIME CO. v. THE AGNES MANNING.

District Court, E. D. New York. January 11, 1894.

SALVAGE—DERELICT.—Fifty per cent. of the value of a vessel, and expenses was allowed as salvage, when it appeared that the vessel, when picked up by the libelant's steamer, was derelict, having been abandoned a week, and was leaking, with 10 or 11 feet of water in her hold; that a previous unsuccessful attempt at towing had been made by another steamer; and that libelant's steamer had brought her into port in safety after 6 days towing.

In Admiralty. Libel for salvage. Decree for libelant.

Wheeler, Curtis & Godkin, for plaintiff.

Benedict & Benedict for defendant.

Benedict, District Judge. This is an action brought in behalf of the owners, master and crew of the steamship Exeter City to recover salvage compensation for services rendered the schooner Agnes Manning. In March, 1893, the steamship Exeter City, a merchant steamer bound to New York, when about 420 miles east of Sandy Hook, fell in with the schooner Agnes Manning, abandoned. The Manning was laden with a full cargo of coal, had been abandoned for about a week, was leaking and when boarded had 10 or 11 feet of water in her hold. Previous to the abandonment, an effort had been made to tow the schooner by the steamship Nestoria. The effort, however, was given up after two hawsers had been broken. Thereupon the crew of the Manning left their vessel and went on board of the Nestoria, which proceeded on her voyage. The Exeter City, about a week after, made fast to the Manning, put men on board of her, and, after six days' towing, brought her into the port of New York in safety. The appraised value of the Manning is $27,000 and her cargo $2,000. The service was performed at an expense to the owners of the Exeter City of $850. The remarks of the court made in deciding the case of the Anna 6 Ben. 166, Fed. Case No. 298, more than 20 years ago, where it is said: "For the taking in charge and saving of a wreck so situated the reward should be such as to insure at all times the rendering of any amount of labor, the incurring of any risk, and the deviation by any vessel from any voyage, in order to supply the wreck with a crew, and make her presence safe," may be repeated here.

The libelants are entitled to a liberal salvage compensation for the services rendered. The only question is what would be a liberal compensation. It is claimed on behalf of the libelants that the amount awarded should very much exceed the average amount herebefore given in cases of derelict, it being now apparent that the rewards given are not sufficient to induce vessels to incur the hazard of towing a wreck, so that commerce is impaired by the number of floating wrecks left abandoned, and the government itself has felt it its duty to send national vessels out in order to destroy these obstructions to navigation. This consideration is not without weight in determining the amount of salvage in a case like this. In my opinion, 50 per cent. of the value of the property saved will be a liberal reward, deducting first the sum of $850, expended by the salvors, which sum is to be first paid to them.

APPOINTMENTS OF MASTERS AND ENGINEERS.

Hawgood & Avery Transportation Co., Cleveland, O.: S. S. Curry—captain, George Robarge; chief mate, William Little; chief engineer, James Norton.

Toronto Ferry Co., Toronto, Ont.: Mayflower—captain C. Tupper, Bronte. Primrose—captain, Geo. Moulton, Oakville. Sadie—captain, M. Livingston, Oakville. Ger rude—captain, Denis Mullen, Toronto. Canadian—captain, Alex. Martin, Toronto. Mascotte—captain, Firtz, Oakville. Island Queen—captain, B. Jones, Oakville. Kathleen—captain, John Sexsmith Toronto. J. L. McEdwards—captain, Fertile, Oakville. Arlington—captain, R. Stubbs, Oakville. Luella—captain, Ed. Hinton, Oakville. Capt. Williams is again commodore of the fleet.

Mitchell & Co., Cleveland, O.: Centurion—captain, Wesley C. Brown; engineer, M. Toner. Wm. H. Gratwick (No. 2)—captain, M. P. Parsons; engineer, W. F. Sauber. Wm. F. Sauber—captain, Charles B. Galton; engineer, C. J. Love. R. L. Fryer—captain, Christian Peterson; engineer, William Fetting. John Mitchell—captain, W. H. Cowin; engineer, Nelson Goulette. Wm. H. Gratwick (No. 1)—captain, Richard Jackson; engineer, Frank B. Parker. Ed. Smith (No, 2)—captain, David Carrier; engineer, Henry Graves. Ed. Smith (No. 1)—captain, B. D. Townsend; engineer, Peter Lavely. Geo. T. Hope—captain, N. V. Nelson; engineer, C. Gumlich. Schooners, John C. Fitzpatrick—captain, K. A. Jensen. S. E. Marvin—captain, Wm. Brines. R. L. Fryer—captain, Eli Jacques. C. J. Fillmore—captain, N. C. Kendall. Angus Smith—captain, Owen Townsend. Maria Martin—captain, Wm. Rouvel. Troy—captain, H. C. Dien. Camden—captain, J. S. Van Renslaer. Joseph Paige—captain, A. E. Bullock.

Philip J. Minch, Cleveland, O.: Onoko—captain, W. H. Johnson; engineer, William Miller. Philip Minch—captain, William Young; engineer, John Connolly. H. A. Tuttle—captain, Cornelius Young; engineer, Wm. Donavan. John N. Glidden—captain, Joseph Lampoh; engineer, John Klasen. A. Everett—captain, F. D. Galton; engineer, O. G. Schneider. New Boat building—captain, Wm. Gerlach. Schooner, Sophia Minch—captain, Horace Fisher. Geo. H. Warmington—captain, Frank Coles.

Warner & Co., Cleveland, O.: W. B. Morley—captain, J. A. Nicholson; engineer, A. Manion. Keystone—captain, Carlton Graves; engineer, Kelley. Schooners, J. G. Masten—captain, H. Parker. H. A. Kent—captain, ———

Cleveland Cliffs Iron Co., Cleveland O.: Pontiac—captain, James B. Lowe; engineer, Thomas B. Kelley. Frontenac—captain, Samuel N. Murphy; engineer, P. W. Whalen. Pioneer—captain, Albert E. White; engineer, Jenkins. Cadillac—captain, John C. Symes; engineer, Eli V. Barrey. Kaliyuga—captain, John Lowe; engineer, Jos. Patterson. Edmund S. Pease—captain, Thomas Sloan; engineer, ——— Schooners, Fontana—captain, Henry Harris. Planet—captain, Frank Parsons.

L. S. Sullivan, Toledo, O.: D. W. Rust—captain, William J. Leaur; engineer, P. J. O'Neil. Schooners, C. C. Barnes—captain, Frank Nixon. John Schutte—captain, John O. Johnson.

Hadley & Burdick, Toledo, O.: Geo. G. Hadley—captain, D. H. Mallony; engineer, H. C. Walker. Panther—captain, T. D. Gibson; engineer, Leander Cones. Schooners, Massasoit—captain, C. V. Goodsite. Penokee—captain, R. P. J. La Voo.

Wm. F. Bottford, Port Huron, Mich.: Colorado—captain, D. L. Vail; engineer, T. F. Birch. Osceola—captain, Robert McLeod; engineer, G. L. Morrill. Roanoke—captain, J. W. Martin; engineer, Robert Bruce.

NET LAKE HULL TARIFF ON WOODEN HULLS.

SEASON RATES, 1894.

VALUATION IN POLICY.	150 000 and over.	100 000 and under 150 000.	75 000 and under 100 000	50 000 and under 75.000.	25 000 and under 50 000	15 000 and under 25.000	10 000 and under 15 000	Under 10 000.	Particular Average.
LIMIT OF INSURANCE.	9-10	9-10	8-9	7-8	6-7	5-6	4-5	2-3	Same as full seas'n rate for full policy
ST'RS. A 1 Season April 1 to Dec. 5.	2¾	3	3¼	3¾	4½	5½	6½	8	

In case of A-1 steamers, valued at $50,000 and upwards.

DEDUCTIONS.

Deduct for excepted fire risk, pro rata of... 1 per cent.
" " total loss and general average only..... 10 per cent.
Deduct for total loss (actual or constructive only)..... 30 per cent.

Deductions for total loss and general average or total loss to be made after deduction for fire risk, if excepted.

ADDITIONS.

For 4-4 collision clause, without average, add 75 cents.
For waiving ⅓ new for old clause, as per endorsement below, waiving uninsured interest and making settlement of loss by fire as per conditions of ordinary fire insurance, and including winter risk, add... 75 cents.
In case owners of A-1 wood steamers, valued at $50,000 and upwards, do not wish to avail themselves of all the concessions above noted, the following separate charges may be made:
Waiving ⅓ clause and making settlement of loss by fire as per conditions of ordinary fire insurance..... 50 cents.
Waiving uninsured interest..... 25 cents.
For winter risk..... 25 cents.
For waiving particular average under — per cent., unless caused by stranding, sinking, burning or collision..... 50 cents.

It must be understood that the above concessions and charges apply only to A-1 wood steamers, valued at $50,000 and upward.

Sample. { The ⅓ new for old clause in this policy is waived except on canvas, rope and hawsers.

In case any of the above concessions are taken by the assured on other than a yearly policy, they are subject to deductions for time expired and cancellations as noted below.

In cases of A-1 steamers, valued below $50,000.

DEDUCTIONS.

The same as on A-1 steamers valued at $50,000 and over.

ADDITIONS.

Add for 4-4 collision clause, without average 75 cents.
" " ¾ " " with $2.500 average..... 50 cents.
Add for yearly policy..... 25 cents.
" " waiving ⅓ new for old..... 20 cents.
" " agreement to make loss or damage by fire to be settled on the conditions of special clause, for the season..... 50 cents.
With deductions for time expired and cancellations as noted below, or for year..... 75 cents.

This fire clause to be attached to such marine policies only as include fire risk.

SEASON RATES.

VALUATION IN POLICY.	100 000 and under 150.000	75 000 and under 100.000	50 000 and under 75.000	25 000 and under 50 000	15 000 and under 25 000	10 000 and under 15.000	Under 10.000	Particular Average.
LIMIT OF INSURANCE.	9-10	8-9	7-8	6-7	5-6	4-5	2-3	
ST'RS. A 1½	3¾	4	4½	5	6	7	9	Same as full season rate for full policy.
SAIL. A 1	...	4¼	4¾	5¼	6	7	8½	
" A 1½	...	4½	5	5½	6½	7½	9	
Season April 1 to Nov. 30.								

SEASON RATES.

VALUATION IN POLICY.	75 000 and under 100 000	50 000 and under 75.000	25.000 and under 50 000	15 000 and under 25 000	10.000 and under 15 000	Under 10 000		Particular Average
LIMIT OF INSURANCE EXCEPT B 1.	8-9	7-8	6-7	5-6	4-5	2-3		
ST'RS. A 2	4¾	5¼	5¾	6½	7¼	9¾		Particular average same as full season rate for full policy.
" A 2½	...	6½	7½	7¾	9	11		
LIMIT⅔ on B1	...	...	8	9	10½	13		
Season April 1 to Nov. 30.								
SAIL. A 2	...	6	7	8	9	11		
A 2½	...	...	8	9	10	12		
LIMIT⅔ on B1	...	...	9	11	12	14		
Season April 1 to Nov. 1.								
LAKE TUGS.						5 000 and under 10 000	Under 5 000	
A 1 & A 1½	...	..	3½	4	4¾	5¾	7	5
A 2	...	...	4	4½	5¼	6¼	7½	6
A 2½	...	...	...	...	6	7	8¼	8
B 1	...	...	...	...	6¾	7¾	9	9
Season April 1 to December 10.								

In cases of A 1½ steamers and below, and sail vessels and Tugs.

DEDUCTIONS.

Deduct for total loss and general average only, steam..... 10 per cent.
Deduct for total loss and general average only, sail..... 20 per cent.
Deduct for total loss (actual and constructive only)..... 30 per cent.
Deduct for excepted fire risk on steam craft pro rata of..... 1 per cent.

Deductions for total loss and general average, or total loss, to be made after deducting for fire risk if excepted.

Deduct for harbor tugs with lake privilege to the extent of 20 miles..... 1 per cent.

ADDITIONS.

Add for wrecking privileges on tugs..... 1 per cent.
Where full wrecking privileges are not desired policies may be endorsed, "Permission to wreck for ¼ per cent. additional for each service rendered to October 1st and thereafter at ½ per cent. for each service rendered."
Add for 4-4 collision clause without average $1.00.
" " ¾ collision clause with $2,500 " 75 cents.
" " agreement to make loss or damage by fire to be settled on conditions of special clause for season..... 50 cents.
With deductions for time expired and cancellations as noted below, or for the year. 75 cents.

This clause to be attached to such marine policies only as include fire risk.

FOR FIRE POLICIES ONLY.

STEAMERS:
A 1 and A 1½ steamers, 1 per cent per annum, with 80 per cent. clause.
A 2 and A 2½ steamers, 1½ per cent. per annum, with 80 per cent clause.
B 1 steamers, 2 per cent. per annum, with 80 per cent. clause.

TUGS:
Coal burners only, 1½ per cent. per annum, with 80 per cent. clause.
(The 80 per cent. clause is obligatory in all cases.)

SUSPENSIONS—FOR ALL CLASSES AND VALUES.

An allowance may be made of 6 per cent. of the ex-fire season rate for each 30 consecutive days when a vessel is laid up in port during the life of this policy, but it is obligatory on the part of the assured to give written notice to the company of said suspension, the policy to remain suspended until written notice is given the company to re-instate the policy.

This rebate, however, is not to be allowed while the vessel is subject to or undergoing repairs, the expense of which is participated in by the insurance companies.

RULES.

No allowance or deduction shall be made for portions of months expired except as noted below:

No more than six months' credit on premiums, and all notes to mature on or before November 1st on season risks.

Discount for cash at the rate of 6 per cent. per annum.

EXTENSIONS: Free extension may be granted to December 5th at noon to all steamers which class A 1½. A charge for extension on other vessels will be made as follows:

Steam vessels 2 per cent., and on sail vessels and tow barges 4 per cent., of the season rate per day on the form of policy issued. (Such extensions to be for five days from noon of November 30th, provided application be made for such extensions before noon of November 30th.)

A further extension may be granted from noon of December 5th on steamers only, and only for the purpose of completing an unfinished voyage. The charge for such extensions shall be 2½ per cent. on A 1 and A 1½ and 5 per cent. on A 2 of the full season rate per day, on form of policy originally issued.

The classification of Inland Lloyd's Register for 1894 to govern as to class and value of all vessels.

On A 1 and A 1½ steamers and A 1 sail the value in policy not to be less than 80 per cent. of the valuation in the Register, and not to exceed Register valuation.

On A 2 steam craft and below, and A 1½ sail barges and below, and all tugs, the value in policy not to exceed 90 per cent. of the valuation in Register nor to be below 80 per cent.

DEDUCTIONS.

Up to September 1st a deduction to be allowed for each and every five days until the policy attaches of 1 per cent. of the full season rate.

The last six days of any calendar month of 31 days shall be considered five days only.

For risks not attaching until October 1st, 40 per cent. of season rate.

For risks not attaching until November 1st, 55 per cent. of season rate.

(No deduction for partially expired months of September, October and November.)

CANCELLATIONS.

June 1..... return 70 per cent. of season rate.
July 1..... " 60 " " " "
August 1..... " 50 " " " "
September 1..... " 40 " " " "
October 1..... " 30 " " " "
November 1..... " 20 " " " "
November 15..... " 10 " " " "

No allowance for partially expired months except for the month of November as above noted.

TRIP RISKS.

In case owners do not desire for a first trip to take out season policy, but wish insurance for that trip, the rate of premium to be charged is 10 per cent. of the full season rate of the particular form of insurance desired, payable in cash. Policy to attach on actual sailing of the vessel from port of loading, and to terminate 48 hours after arrival at the port of discharge.

No general agent or company to allow over 10 per cent. commissions to local agents on wood, 5 per cent. on metal, or any other consideration whatever, at any time whatsoever, and no agent, company or general agent shall be allowed to pay any part of his commission to any vessel owner, broker or any other person.

METAL AND COMPOSITE LAKE HULL TARIFF.

SEASON RATES, 1894.

STEAMERS:
A 1, double bottom metal and composite steamers, valued at $75,000 and upward, as per conditions of form attached..... 3 per cent.
A 1, double bottom metal and composite steamers, valued at $50,000 to $75,000, as per condition of form attached..... 3¼ per cent.
Deduct from double bottom metal steamers, having bottom sheathed with wood not less than 4 inches thick..... 25 cents.
Add for single bottom metal steamers. 25 cents.

No additional charge for single bottom metal steamers sheathed with wood not less than four inches thick, as per condition of form attached.

METAL BARGES:
Metal barges, conditions as per form attached..... 3¾ per cent.
If ex-collision, deduct..... 50 cents.

FORM ABOVE REFERRED TO.

This insurance is against total loss, general average and all other damage and loss, but warranted free from particular average under 3 per cent. unless caused by stranding, sinking, burning or collision; collision to be interpreted to extend to damage resulting from contact with docks, rocks, piers or rafts; all loss or damage by fire to be paid in full, and in accordance with the customs and usages of fire insurance policy, without regard to the valuation of the vessel as expressed in this policy. No one-third off new for old.

The season of navigation under this policy is from noon of April 1st, to noon of December 5th, ensuing; between noon of December 5th and noon of April 1st, ensuing, said vessel shall be laid up and properly moored, satisfactory to this company.

Should the vessel remain in port 30 consecutive days during the season of navigation, a rebate of 20 cents per one hundred dollars will be allowed the assured. No rebate for April, 1894.

In the event of the vessel, from any cause whatever, being at sea later than noon of the 5th of December, it is hereby agreed to hold the assured covered against such additional risk up to noon of the tenth day of December (Chicago time) in consideration of a pro rata additional premium; notification of such extension being given to assurer prior to noon of the 5th of December.

This insurance also specially to cover loss of, or damage to, hull or machinery through the negligence of master, mariners, engineers or pilots, or through explosions, bursting of boilers, breakage of shafts, or through any latent defect in the machinery or hull, provided such loss or damage has not resulted from want of due diligence by the owners of the ship, or any of them, or by the manager, subject to the average conditions above set forth.

COLLISION CLAUSE.

It is agreed that if the vessel hereby insured shall actually herself come into collision with any other vessel, and the assured shall in consequence thereof become legally liable to pay, and shall pay any sum or sums for damages, to said other vessel, her freight or her cargo, in such case this company will contribute toward the payment of the total amount of said damages in the proportion that the sum insured under this policy bears to the total valuation of the vessel as stated therein. Provided always that the whole amount of such damages, for the purpose of settlement under this policy, shall in no case be taken to exceed the valuation as fixed herein.

It is also agreed that this company will bear a like proportionate share of any damage done by collision of the ship insured with docks, piers, wharfs and rafts.

And it is also agreed that this company will bear a like proportionate share of any costs and expenses that may be incurred in contesting the liability resulting from said collision, provided the written consent of this company to such contest be first obtained.

But under no circumstances shall this company be held liable for any contribution in respect of any sum that the assured may be held liable to pay by reason of loss of life or personal injury, or for damage to or loss of personal effects of individuals from any cause whatever.

WILLIAM L. BROWN, President.
WALTER F. COBB, Vice President and Treasurer.
W. I. BABCOCK, Manager.
O. R. SINCLAIR, Secretary and Asst. Treas.

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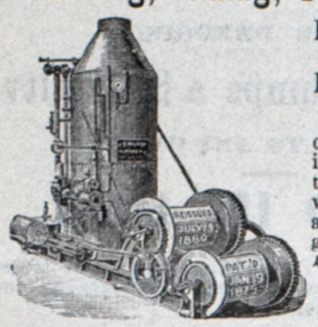

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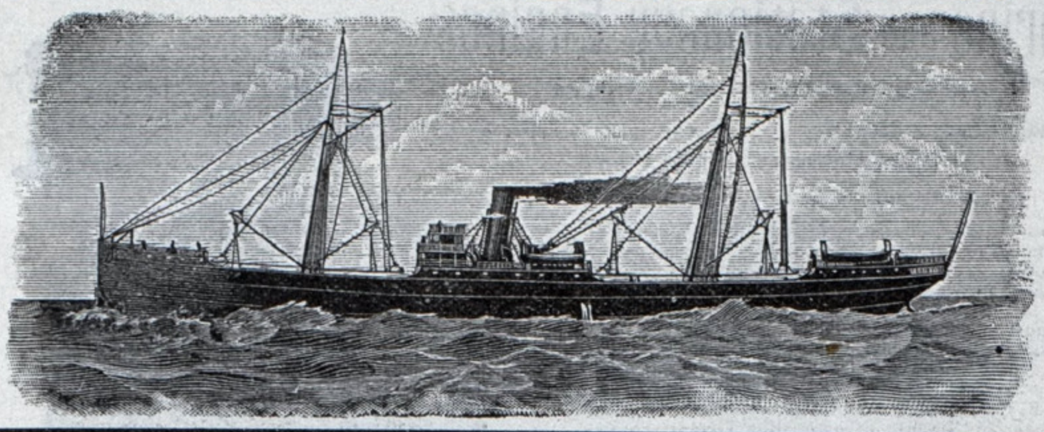

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F. L. GILBERT, Secretary.

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CAPITAL, Paid up in Cash, - - $3,000,000.00
ASSETS, - - - - - - 9,432,249.80

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EUGENE L. ELLISON, 2nd Vice-President. GREVILLE E FRYER, Sec'y & Treas.
JOHN H. ATWOOD, Assistant Secretary.

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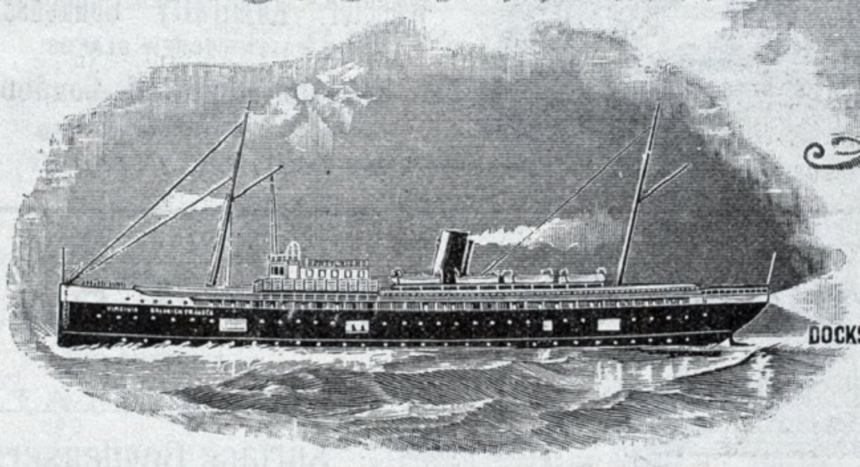

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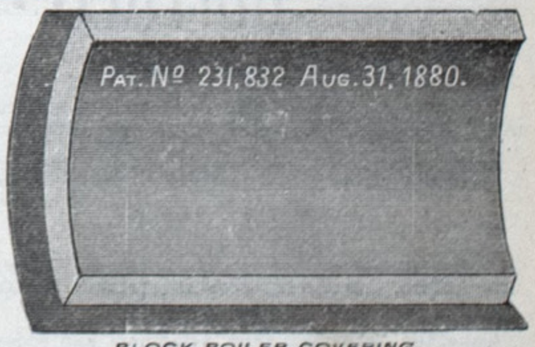

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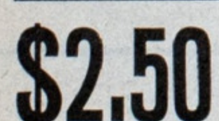

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Ar. Buffalo, 7:30 A. M. | Ar. Cleveland, 7:30 A. M.

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Tug, Hunter, Chicago, 15 and 28x22.
Tug, Edward G. Crosby, Muskegon, 16 and 30x24.
Oval Agitator, Chicago, 14 and 28x20.
Tug, Peter Coates, Sault Ste Marie, 10 and 20x16.
Luella H. Worthington, Cedar River, 19 and 36x30.
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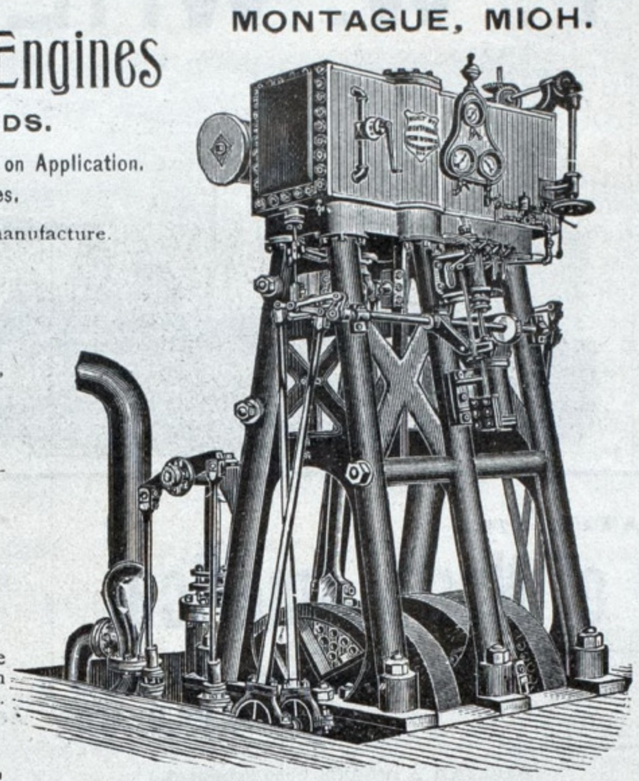

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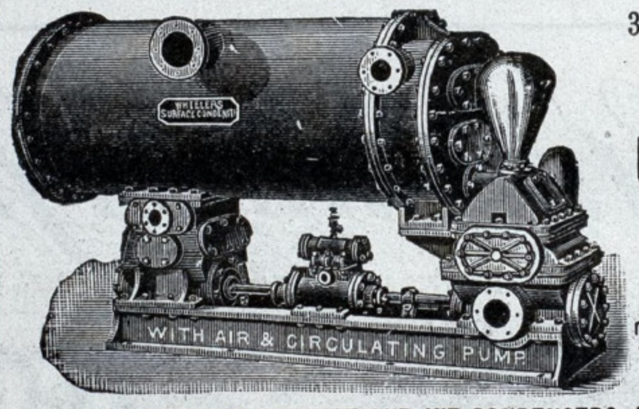

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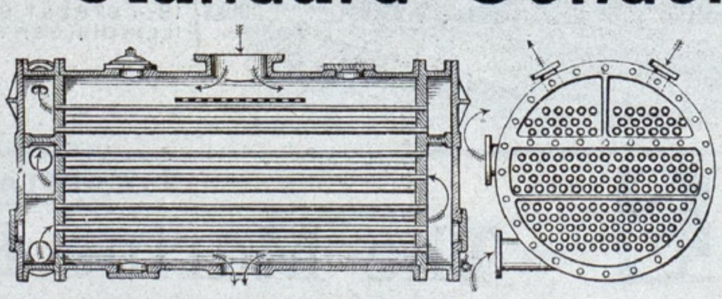

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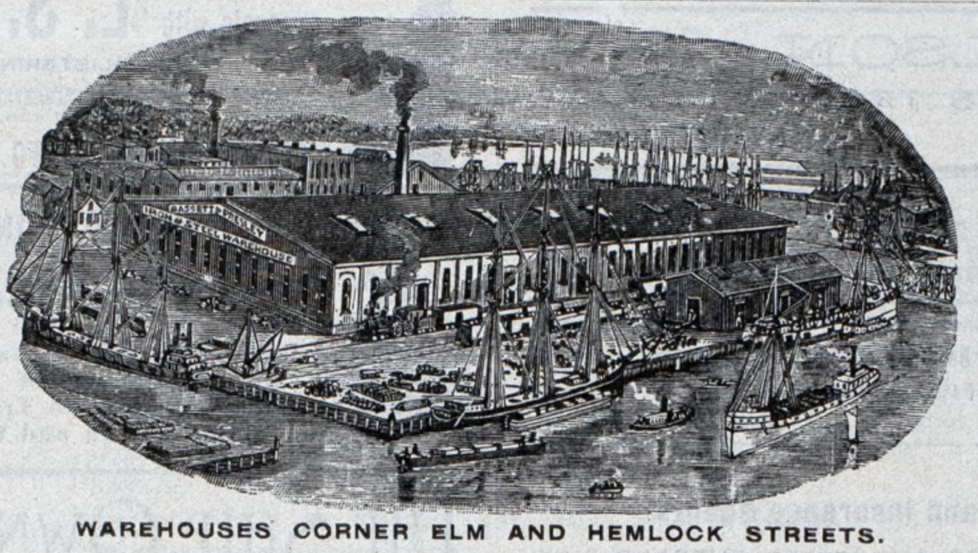

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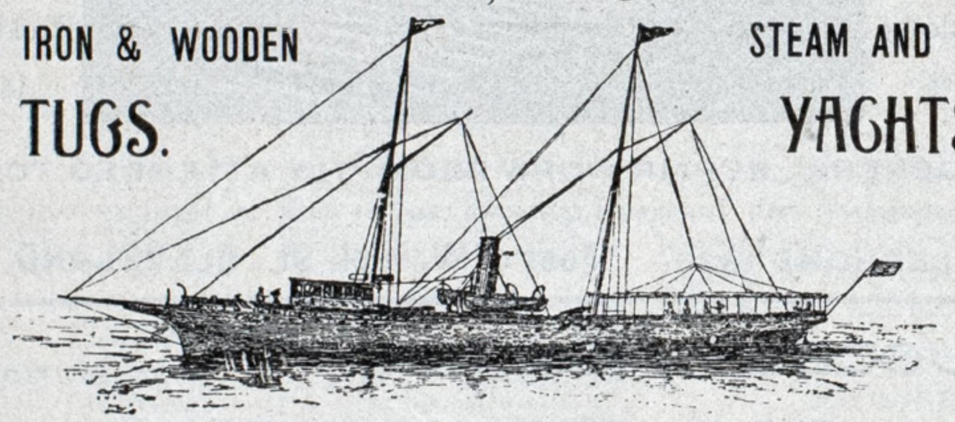

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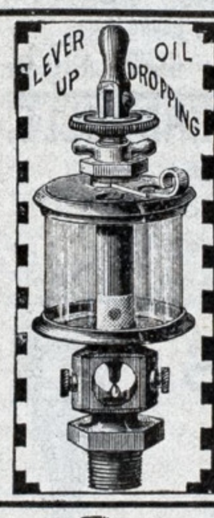

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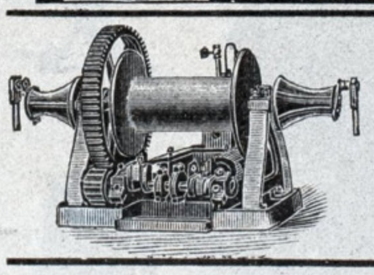

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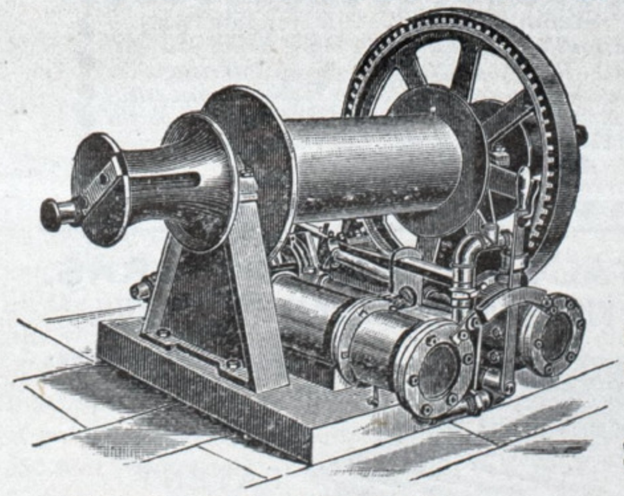

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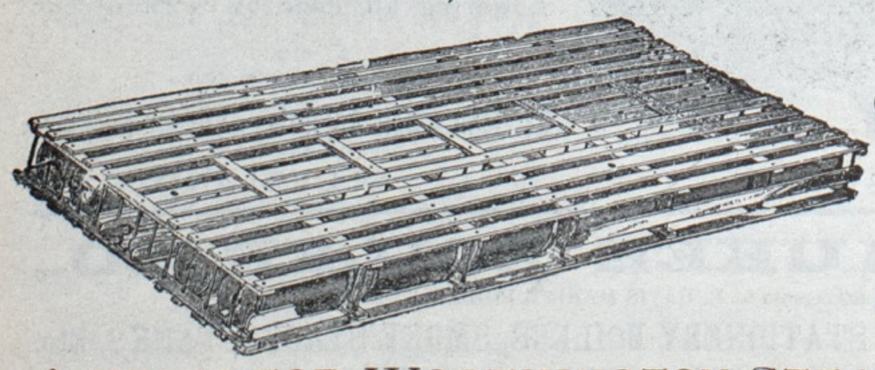

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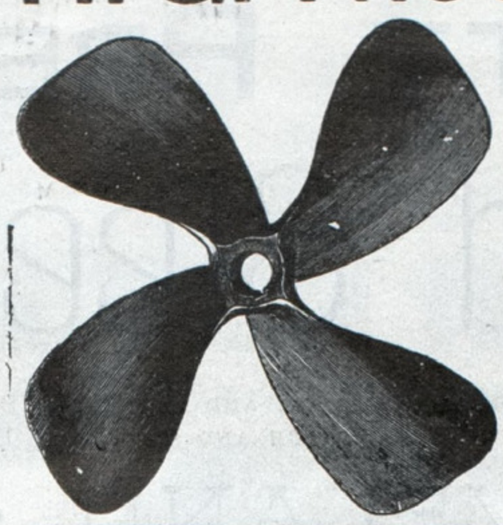

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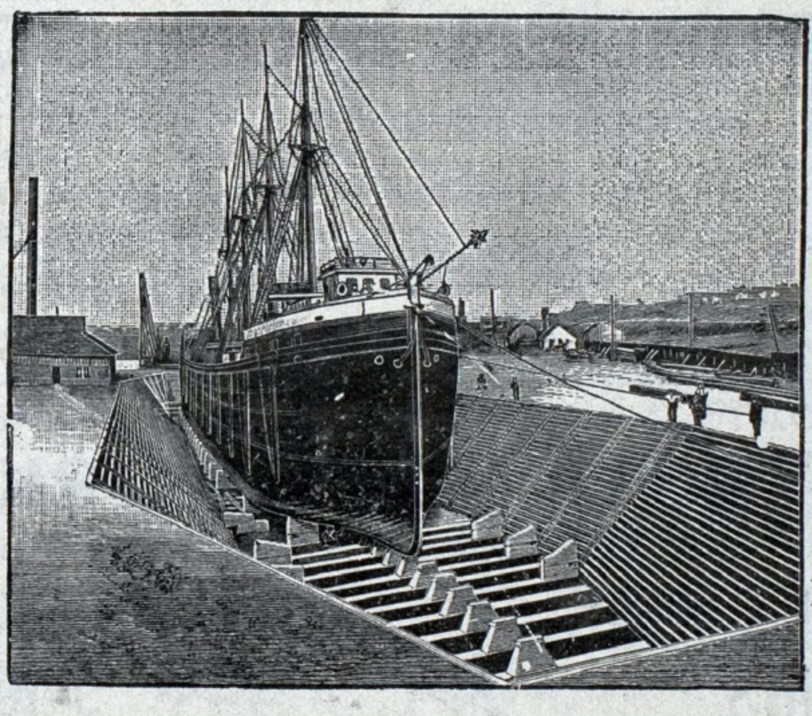

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